ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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NAVPERS-O

MARCH 1953

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MARCH 1953 Navpers-O NUMBER 433

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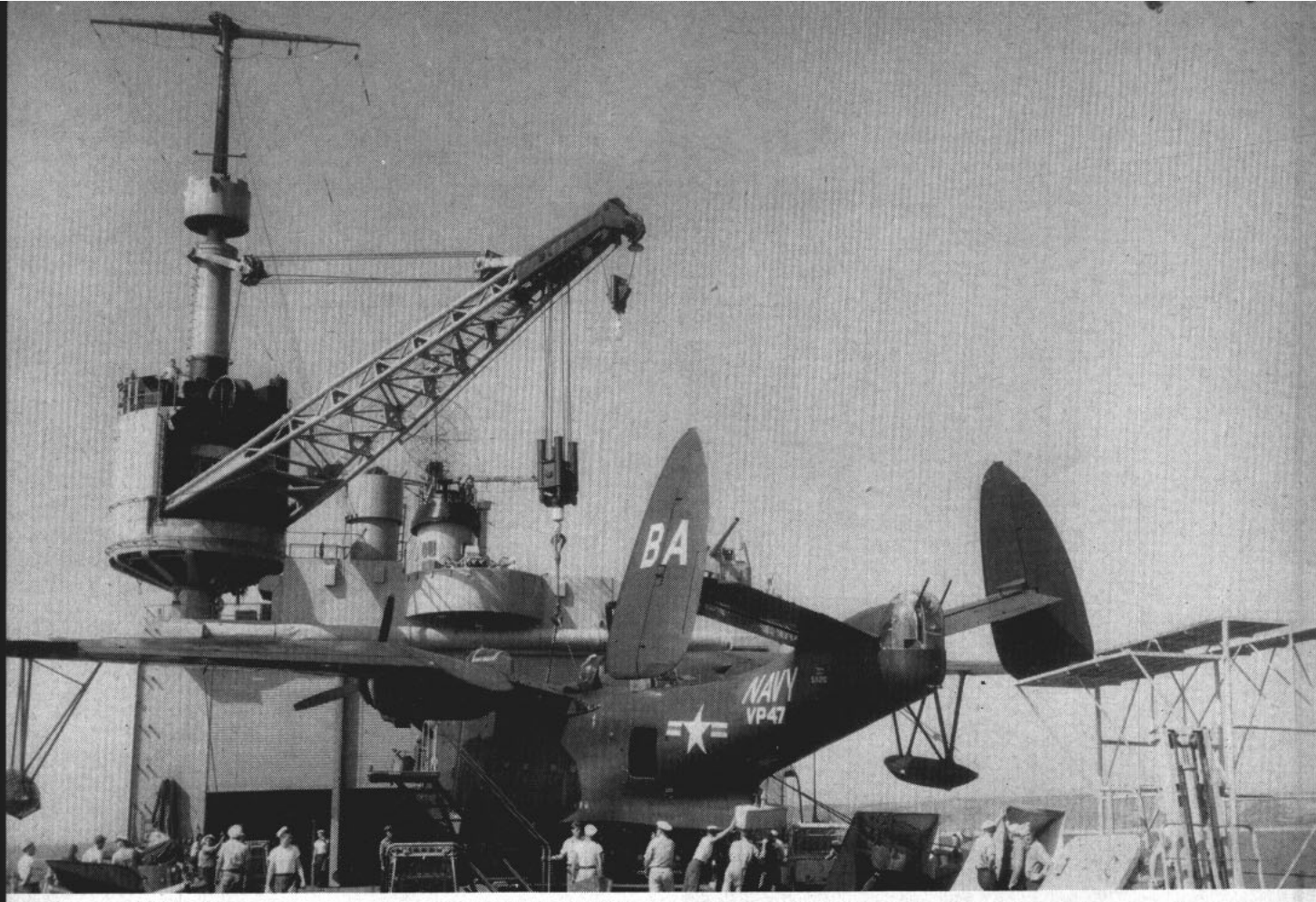
• FRONT COVER: Not a double exposure, this is a photo of the Vaughn twins, Lee and Lew (left to right, or vice versa). The two chief hospital corpsmen are students at the School of Hospital Administration at the National Naval Medical Center. Photo by Walter G. Seewald.

• AT LEFT: Bedtime story—F9F *Panther* jets are bedded down for the night on board USS *Tarawa* (CVA 40). The carrier has recently begun a tour of duty in the Mediterranean.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



SEAPLANE is lowered to the flight deck of USS *Pine Island* (AV 12) at Pescadores Islands, near Formosa.

Tender Care for Navy's Flying Boats

THE big seaplane tender looms black in the gathering darkness as a small group of men clambers down its accommodation ladder and into the waiting personnel boat.

In the boat, the coxswain orders his bowhook to shove off and swings the craft out into the broad bay. A few minutes' run and he noses up beside the sturdy PBM *Mariner* which looks something like a mechanical whale with wings as he bobs gently in the gloom.

The men in the boat, the *Mariner's* pilots and crewmen, scramble aboard the flying boat and the coxswain backs his craft away. Soon the plane's engines are spitting flames and fumes as it revs up. Then mooring lines are cast off, the plane taxis out into the bay, turns and gracefully skims across the water and lifts into the air.

Thus begins another routine – or maybe not so routine – flying boat patrol in the Far East. This particular seaplane tender and her attached squadron may be based in the roomy roadstead in the Pescadores Islands near Formosa, from which the Navy has been flying almost daily patrols of the Formosa Straits since shortly after the commencement of hostilities in Korea.

Or they may be based in Iwakuni Bay, Japan, a well-protected seadrome in the Inland Sea near Kure, the former Japanese naval base. Or, for that matter, in any protected body of water where the Navy sees a need for seaplane reconnaissance.

The tender will be either an AV or AVP depending upon the nature of the seadrome required. Both types are built to act as "mother ships" to the airplanes they service and have facilities for messing and bunking squadron as well as ship's company personnel. The AVs, being larger, have additional fuel bunkers and repair facilities, and can remain on station for longer periods of time.

If you're in the Far East and it's an AV, chances are it will be USS *Pine Island* (AV 12), USS *Salisbury Sound* (AV 13), or USS *Kenneth Whiting* (AV 14). These are the tenders that have been active in that area of late.

If it's an AVP, it will be one of the *Barnegat class.* These ships displace 2800 tons fully loaded and are used in conjunction with an established seadrome – they aren't large enough to hoist a PBM onto their decks.

The complement of a seaplane tender–like the complement of an aircraft carrier–reflects the unit's ability to operate in two mediums, air and water. Carrying out a tender's mission requires close coordination between all surface and air ratings.

Most of the skills needed to keep the planes flying are represented in a tender's Air Department and "V" Divisions.

Here you'll find the aviation machinist's mate who repairs damaged or overworked planes, the aviation electronicsman and aviation electronics technician who together are responsible for the instant readiness of all airborne electronics gear, the avi-

ation ordnanceman who keeps the plane's armament in tip-top condition, the aviation boatswain's mate who directs all take-offs, landings and moorings, the aviation storekeeper who maintains a complete supply of equipment for pilots and aircrewmen, and the photographer's mate who loads the aerial cameras for all search missions and develops the prints when the big boats return after a mission.

This teamwork between air and surface sailors, as put to good account by a seaplane tender, paid dividends when war broke out in Korea.

When the U. S. Navy kept the Formosa Straits Patrol, consisting primarily of destroyers on the surface and seaplanes in the air, American units operated practically daily in the area. This patrol proved itself to be effective in its one "test," a threatened but ill-conceived invasion attempt by a number of Communist junks in 1950.

On that occasion, a PBM on night patrol picked up with its scanning radar two flotillas of several hundred junks each. Flying close to the "deck" through the soupy night, the *Mariner* illuminated both groups and obtained a count which it quickly radioed to the nearby destroyers.

The nearest destroyer, USS *Hollister* (DD 788), received the report and immediately rang up flank speed to move into an intercepting position. Upon reaching the reported location, however, *Hollister* found that the invasion force had turned back. The "attack" was over before it began.

PBMs and their tenders have been assigned other missions in the Far East.

The planes have flown endless patrols over the Japan Sea and along the coast of Korea, gathering intelligence information. Much of such information is essentially negative, but negative information can be just as important as positive information.

For example, if a patrol plane sends back word that the enemy is making no attempt that night to bring in supplies by boat, such information can be a help. If a plane finds that no trains are moving along the coast lines or that there is little harbor traffic in an enemy-held port, that information might show that Allied bombing raids are paying off.

The modern-day flying boats have been found useful for other missions too. They have flown weather reconnaissance missions over Korea, performed numerous search and rescue operations to pick up downed pilots and have acted as air evacuation and air transport planes taking out casualties and bringing in supplies.

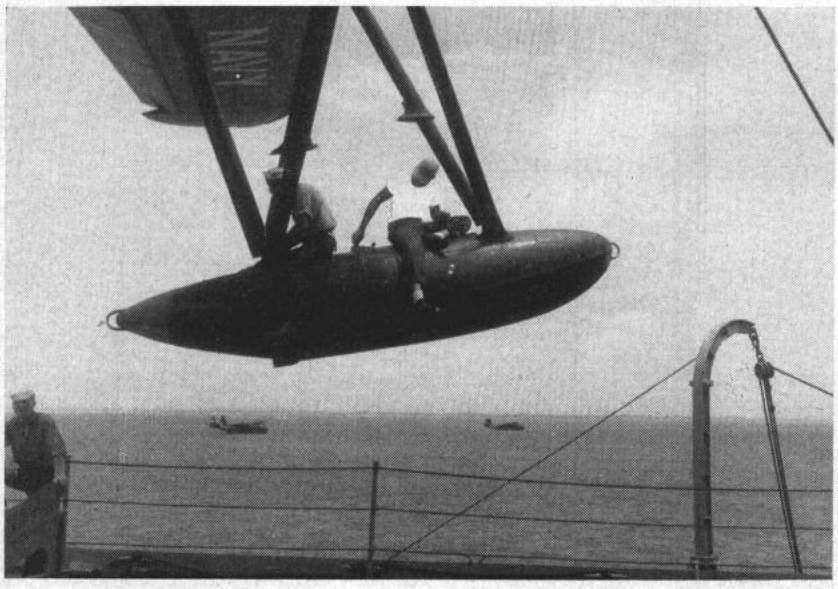
USS *Salisbury Sound* (AV 13) stands by as one of her charges, a Navy PBM, makes a smooth landing after completing another patrol mission over Korea.

And when the Navy ran into trouble with mines in the Chinnampo operations, PBMs were called to the scene and succeeded in spotting many of the moored mines when they broke water at low tide in the harbor.

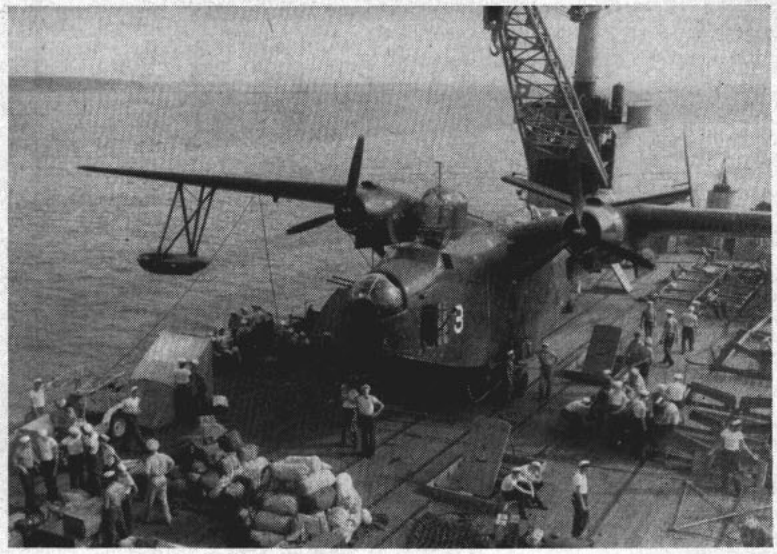
One PBM pilot destroyed by gunfire six mines in less than half an hour despite the fact that the mines appeared only in the valleys between swells in the rough sea. Judging the roll of the waves and carefully timing his approach, he exploded each one in turn, thereby saving the little minesweepers a good deal of work.

Although usually the PBMs don't get too close to enemy airpower, one PBM had two of its crewmembers killed when the plane was attacked over the Yellow Sea by several MIG interceptors.

As soon as he saw the first MIG,



TWO MEN repair damaged float on seaplane on board *Pine Island*. Men with various aviation ratings are needed to keep flying boats in shape.



PBM is hoisted aboard USS *Curtiss* (AV 4). Right: *Pine Island's* hangar deck buzzes as PBM is given the works.

the *Mariner* pilot dove for the wave-tops where he knew he would have a better chance. A plane at wave-top level offers the attacking plane only one attack angle and forces the attacking jet to burn off its fuel at a more rapid rate. Each of the MIGs made three runs at the PBM which returned fire constantly with its 50 mm. guns in its nose and turrets.

Finally, evidently running low on fuel, the attackers gave up, leaving the damaged PBM to limp home to its base with a perforated fuselage and two dead crewmen.

In these and other missions, the seaplane has proved its usefulness in the Korean conflict as it did in World War II. Rear Admiral Robert E. Blick, the Navy's Assistant Chief of Naval Operations for Air, has this to say about the importance of the flying boats:

"Some people are inclined to think of the wartime role of the Navy in terms of striking power — carriers and carrier-based aircraft — and all too often forget one of our most essential weapons, the seaplane. One has to find the enemy before he can strike him, and that is the primary purpose of the patrol plane — long-range reconnaissance and surveillance.

"Seaplanes usually operate from a tender in those forward areas where, because of the limitation of time, or because of political complexities, there are no land bases for them to use. Sometimes it would not be economically feasible to construct land facilities, even though all other factors might be favorable.

"And finally, the seaplane serves many purposes. In addition to its primary mission, it is also a utility plane, is used for weather reconnaissance, for air evacuation and for search and rescue. There is hardly a task within the field of aviation that the seaplane has not at one time had to perform."

It is the mobile seaplane tenders, operating from little-known harbors, that enable the seaplanes to be brought to bear on the enemy. And make certain that planes are ready to fly at a moment's notice.

CURTISS plays 'mother hen' to American and British seaplanes flying patrol missions in the Korean theater.

Baby Minesweepers–MSBs–Soon to Join Fleet

A salty-looking little Navy craft is beginning to make its appearance at East Coast ports. It is the minesweeping boat (or MSB), the latest addition to the minecraft Navy.

At first glance, the MSB looks like a baby minesweeper built on a motor launch hull. A sizable protective bulwark runs along most of her 57-foot length. About 'midships on the wooden-hull boat stands a large coil of thick electric cable to be strung out aft during magnetic sweeps. At the stern, grouped around two handy minesweeping davits, is her lightweight sweep gear.

Forming the greater part of her superstructure is a tug-size pilot house containing ship-control, sweep-control and voice radio equipment. A couple of bunks are rigged below, as are her two-hot-plate galley, a sink, a wash basin and pint-size head. Her diesel engine power plant and gas-turbine driven minesweeping devices take up most of her below-deck spaces.

MSB 5 is the first in a planned program of 50 minesweeping boats to go into service (48 will be wooden-hulled, the remaining two plastic).

Built at an Annapolis, Md., shipbuilding yard, *MSB* 5 recently made the run up the Potomac for a brief stay at the Naval Gun Factory at Washington, D. C. Here she was given a close inspection by Navy Department officers.

Skipper — officially "officer in charge" — of *MSB* 5 is Chief Boatswain's Mate George B. Murphy, USN, of the Atlantic Fleet Mine Force. He and a "short" crew of four brought her up the river. Acting as "pilot" was F. J. Rathsam, BMC, USN.

MINESWEEPERS have played big role in Korea. USS *Curlew* (AMS 8) enters port after performing sweeping operations at Wonsan and elsewhere.

Each MSB's "standard" crew will be formed of the following rates: three SNs, a BM3, an EN1, an EN2 and an EM2. No cooks are provided because the chief and his men will spend most of their time aboard an "MSB carrier" – a much larger vessel that is still in the design stage.

The "carrier" will serve and service the MSBs as well as their crews. For instance, when cruising from one general ocean area to another, the "carrier" will carry her brood of MSBs piggyback style.

The twin-screw, shallow-draft MSBs are designed to sweep in shallow-water inshore areas. Into their design has gone lessons learned in Korean sweep operations. In Korea, special-rigged LCVPs have done yeoman work in shallow-water sweeping since the fall of 1950. Even motor launches were pressed into service as sweepers early in the fighting.

But LCVPs and motor launches expose their crews to the numbing cold and breaking seas of Korea's blustery winter weather. Compared to these, MSBs will be fairly comfortable with their hot plates, bunks and enclosed spaces. As for shallow-water sweeping, they will have an advantage, too. They were built for the job. — W. J. Miller, QMC, USN.

SKIPPER of MSB-5 is George B. Murphy, BMC, USN. Right: New wooden-hulled baby minesweeper is tied up at pier.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **RATING CHANGES** — In the second revamping of the Navy's rating structure since the big change in 1948, three new General Service Ratings have been added. They are Guided Missileman, Aviation Guided Missileman and Aviation Fire Control Technician.

The changes were made as a result of recommendations of a board which considered suggestions submitted from the field and from Navy bureaus and offices. The proposed changes were in turn circulated back to these sources for comments before they were adopted.

In addition to the three General Service Ratings established, eight Emergency Service Ratings were added. They are Damage Controlman (Atomic, Biological and Chemical Warfare Defenseman), Fire Control Technician (Automatic Directors), Fire Control Technician (Manually Controlled Directors), Fire Control Technician (Underwater), Fire Control Technician (Missile Guidance Systems), Torpedoman's Mate (Steam/Mechanical), Torpedoman's Mate (Special/Electric Drive), and Aviation Boatswain's Mate (Airship Rigger).

An Exclusive Emergency Service Rating of Chaplain's Assistant was also established.

Two General Service Ratings were absorbed into other ratings: 1) Printer and Lithographer ratings were combined under the one rating of Lithographer; 2) Aviation Electronics Technician and Aviation Electronicsman ratings were combined under one rating of Aviation Electronics Technician.

Thirteen Emergency Service Ratings and five Exclusive Emergency Service Ratings were also abolished.

This announcement is not to be taken as basis for official action, nor should enlisted personnel who may be affected by the proposed changes address inquiries to the Bureau of Naval Personnel. No personnel action will be taken until specific instructions are issued by an official directive. As soon as the mechanics for the development of qualifications for the newly established ratings are developed by the Bureau an official announcement will be made.

• **NAVAL DISTRICT CHANGE**— A recent change in naval district boundaries has placed 16 counties of eastern North Carolina in the Fifth Naval District (headquarters: Norfolk, Va.). Prior to 1 Jan 1953 these counties had formed the northeastern section of the Sixth Naval District.

Lying some 20 miles south of Norfolk and below, these counties are mostly those of the gusty Cape Hatteras district.

Those wishing to correct their "Naval District Maps" from the January 1952 ALL HANDS should draw a north-north-easterly line from a point on the coast line about one-quarter inch above the North Carolina-South Carolina border.

• **EX-POW CLAIMS** — Deadline date for prisoner-of-war claims under Public Law 303 (82nd Congress) is 9 Apr 1953. The War Claims Commission advises ex-prisoners-of-war of World War II or their survivors to file claims before this date, when the law expires.

The War Claims Act, amended by Public Law 303, provides for additional compensation for Americans held prisoner-of-war and subjected to "uncompensated forced labor" or "inhumane treatment" while being held captive.

The original POW claims were computed on the basis of $1.00 per day. The amended law provides, however, for an *additional* $1.50 per day provided the claimant was eligible under the "uncompensated forced labor and inhumane treatment" clause. The deadline for filing old POW claims on the basis of $1.00 per day was 31 Mar 1952.

Forms necessary for establishing a claim under the amended law are available from the American Red Cross, State veterans agencies, veterans organizations, or directly from the War Claims Commission, Washington 25, D. C.

• **LEADERSHIP TRAINING FOR POs**—The first two Naval schools of their type, providing leadership training for women petty officers, as well as men, are now being established at San Diego, Calif., and Bainbridge, Md.

These will be the first schools to deal chiefly with leadership topics for non-commissioned personnel, male or female. Emphasis on training will be initially at the 3rd class PO level.

Known as U.S. Naval School, Petty Officer Leadership, Class C-1, each school will last four weeks. New classes will convene monthly and con-

PASS THIS COPY ALONG — Nine other guys are waiting to get full coverage from this issue of ALL HANDS.

sist of 25 students. Students will be drawn on a returnable quota from the continental naval district, air training commands and Navy Department Bureaus and Offices.

The schools have two chief objectives: To add to the student's understanding of the PO's viewpoint, duties and responsibilities, and to develop an awareness of what lies behind human behavior—with the view toward handling personnel situations.

• **USNR PROMOTIONS**—Reserve officers now on active duty are reminded that they are automatically accumulating "promotion points" in the Reserve by dint of their current active duty.

Each USNR officer remaining on active duty for more than 90 days during the present emergency is picking up one promotion point for each month he spends on active duty.

In addition, he gets another 12 points toward eventual promotion for each satisfactory year, just as he would get 12 points for a year of "satisfactory service" with his Reserve unit.

As a recent directive, BuPers Instruction 1412.5 pointed out, however, promotion points are not required as a prerequisite for the advancement of Naval Reserve officers now on active duty.

This is not to say that the usual promotion points are not required for promotion of all Naval Reserve officers on inactive duty. The customary promotion point totals are still required of these officers.

When written professional examinations are once again required of Regular Navy officers, Reserve officers on active duty will also have to earn their promotion points to qualify for advancement.

• **GRAVE MARKERS**—The bronze grave markers furnished by the Government under provisions of Public Law 871 (80th Congress) and temporarily suspended because of a shortage of metal, are again being furnished for the graves of deceased members of the armed forces and eligible veterans "whose last service terminated honorably."

The next of kin of deceased members of the naval service may make application for those interred in private cemeteries by addressing the Office of the Quartermaster General, Department of the Army, Memorial Division, Washington 25, D. C.

• **SUBMARINERS' PAY** — Members of submarine crews who are entitled to incentive pay for hazardous duty will not be credited with such pay in the future during periods of absence from duty on leave in excess of 15 days.

If the period of absence is 15 days or less, the submariner will continue to receive his hazardous duty pay, provided he is not detached during that time. If he is detached, his sub pay stops on the date of detachment.

Alnav 69, which became effective 1 Jan 1953, further states that a member of a submarine crew who is away from his sub on temporary additional duty for more than 15 days will not be entitled to submarine pay during the period of his absence.

When a member of a sub crew returns to duty from an authorized leave of absence in excess of 15 days, his hazardous duty pay will again be credited from the first day of return to such duty.

• **REDUCED RAILROAD FARES**—Railroads will continue reduced furlough fares for military personnel who are traveling in uniform at their own expense.

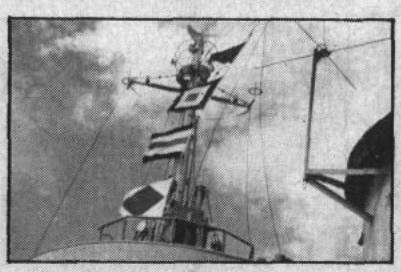
The reductions were to have expired earlier this year but have been extended to 31 July 1953. Service personnel get a tax-exempt round trip fare at the rate of approximately 2.025 cents a mile—a saving of up to one cent a mile. Tickets for reduced fares are good for coach travel only.

• **NAVAL HISTORY FELLOWSHIP** — The U.S. Naval Academy, Annapolis, Md., is accepting applications for the third James V. Forrestal Fellowship for the study of Naval History. Retired and former naval personnel, Reservists on inactive duty and qualified civilians are encouraged to submit applications.

Application forms will be mailed to all persons interested in studying Naval history who write to the Superintendent of the Naval Academy. The closing date for receipt of applications is 15 April 1953. The winner will be selected not later than 1 July 1953 by a committee consisting of outstanding civilian historians and naval leaders appointed by the Secretary of the Navy. The pay under the fellowship will be adjusted to the needs of the individual selected and will vary from $3,000 to $8,000 per year.

QUIZ AWEIGH

The Navy uses international alphabet flags and numeral pennants for signaling communications by flaghoist. Three such flags are pictured below. Can you identify them?



1. The three square flags (forget about the topmost pennant) are, from top to bottom: (a) Charlie, William, Fox; (b) William, Charlie, Fox; (c) Fox, William, Charlie.

2. They are rigged on a (a) triatic stay, (b) yardarm rig, (c) signal mast rig.

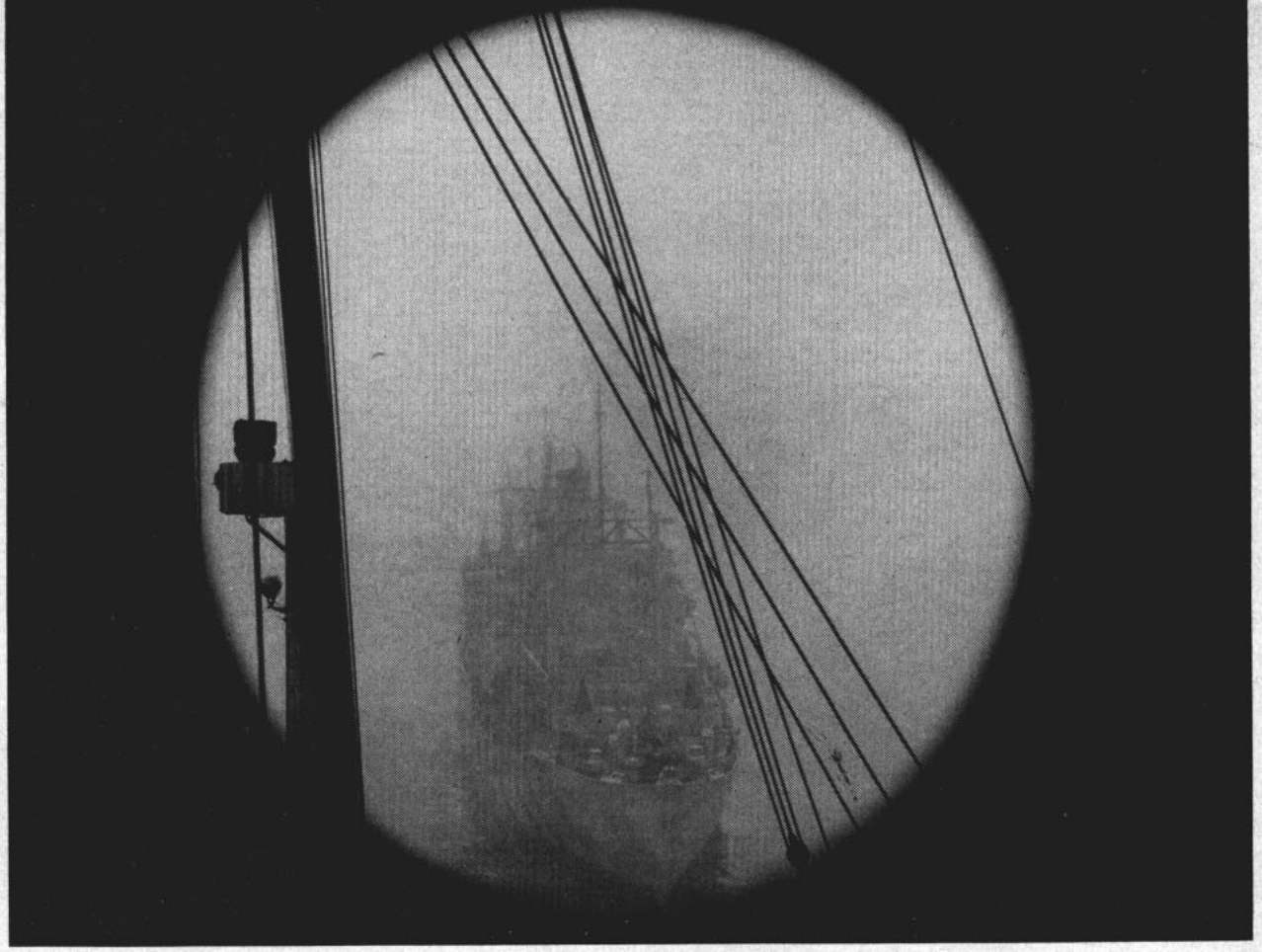
3. The group of sailors (above) are working on (a) sea ladders, (b) a life float, (c) a 'floater' net.

4. If you have question 3 right, you'll know it's used for (a) life saving, (b) going over the side of a ship, (c) transferring stores or ammunition at sea.

5. This pretty lass is taking a look through (a) an alidade bearing repeater, (b) a navigational rangefinder, (c) the ship's binoculars.

6. When viewed through this instrument, an object's size is magnified (a) 8 times, (b) 16 times, (c) 20 times.

ANSWERS TO QUIZ ON PAGE 53



FOG — often a factor in collisions — enshrouds ship riding at anchor, framed in porthole, its fog bell clanging.

Rules of Road Help Keep Sealanes Safe

IT looks easy when a well-trained coxswain pulls away from the landing or glides in for a smooth landing. A few deft turns of the wheel and the powerboat seems to move into place effortlessly. Actually, such smart boat-handling is the result of long hours of practice, patient study, and a well developed knowledge of seamanship.

When knowledge of good seamanship is neglected by a coxswain, when he allows himself to get careless, anything can happen. Often, it's a collision with another boat or a run-in with the landing. Poor seamanship may result in a severely damaged or sunken vessel, or expensive damage to private or government property.

Collision records of naval vessels and craft bear evidence to the fact that carelessness and failure to observe the accepted Rules of the Road can lead to tragic consequences.

One of the oddest collisions of a naval craft on record reminds us of the bugbear of the careless car driver — the telephone pole. It happened in July 1951 (ironically, it was on Friday the 13th) when a LCM collided with a high voltage power pole — sitting on dry land!

The accident occurred while the unwary coxswain was coming in for a landing alongside another LCM. His sight of a part of the beach was obstructed, and the coxswain was momentarily careless. The fact that the view of his landing objective was obscured by another boat should have demanded he take every precaution. Instead he made a guess.

He took a chance that his way was clear. This act is often too common a violation of the Rules of the Road. In a couple seconds the coxswain sighted the power pole but it was too late. His 15-ton craft crashed into the 4000-volt powerline located five feet from the water's edge — probably the first time a Navy craft had a collision with an object on dry land.

Every Navyman should have a working knowledge of Rules of the Road. Just as an automobile driver must know traffic signals and the laws governing speed, parking and passing on curves, so the coxswain of a boat or skipper of a vessel must have a full knowledge of seagoing traffic laws.

Not only officers but enlisted men should know the traffic rules and regulations of the sea. Enlisted men of today may well be the landing craft or tug skippers of tomorrow. In fact, the new mine sweeping boats being built today will be skippered by CPOs. (See this issue, p. 5.)

"Traffic laws" governing the handling of boats and ships have been in use for many years. Great Britain and France first adopted the *Regulations for Preventing Collisions at Sea* in 1863. The first American code of *Rules of the Road* was an act of April 29, 1864. The act of March 3, 1885, adopted a revised version of the *International Regulations for Preventing Collisions at Sea*. The present Rules of the Road were established by an act of August 19, 1890, and became effective 1 July 1897. *Inland*

Rules were established by acts of February 19, 1895 and June 7, 1897. The two acts together form the present *Inland Rules of the Road.*

An examination of a number of collision cases reveals that the majority of collisions do not occur in foggy weather as might be expected – they occur when visibility is satisfactory. Hence, it can be concluded that the human factor, not the weather alone is responsible for most accidents at sea.

Often, too, both vessels, not just one, are at fault. A case in point is the collision of two vessels (we'll call them Ships "A" and Ships "B") in the entrance of a large harbor. The collision resulted in the sinking of one vessel (Ship "B") with the loss of 23 lives. This collision, it should be noted, *did* occur in fog.

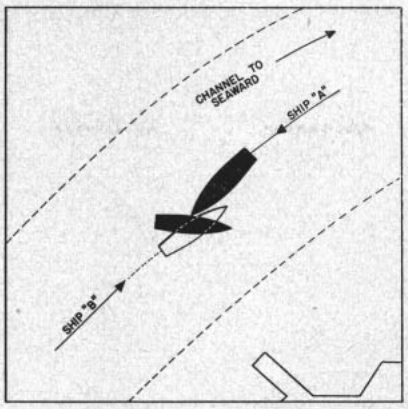
The investigating activity found that the skipper of Ship "A" was at fault "for allowing his vessel to proceed at excessive speed in fog, thereby contributing to the collision." The report also stated, however, "the maneuvers of Ship "B" in using the full right rudder instead of meeting the shock head-on, while *in extremis,* (that is, in a close emergency) and with limited maneuvering space, exposed the port side of that vessel. This action, although probably instinctive, worsened an already critical situation."

The investigating board's report also stated, "that the subject collision was caused by the *excessive speeds in fog* on the part of *both* vessels in direct violation of the statutory collision regulations . . . " Nature may contribute the adverse conditions which increase the chances of collision, but past experience has shown that the *human* element is usually the governing factor.

In the following paragraphs you will read the details of two other collisions, one of a small vessel colliding during undocking, the other of two ships colliding while transferring mail at sea. As you read each case, think for yourself what action you would have taken had you been the skipper of each vessel.

These cases, incidentally, are taken from the files of the Office of the Judge Advocate General and BuPers and are condensed from the records of the boards of inquiry into collisions. The comments represent the boards' conclusions.

Case 1 – This case involved ship-



HAMPERED by weather, Ship 'A' collided with Ship 'B,' which sank. How would you have skippered ships?

handling in close quarters and in strong wind, use of a tug while undocking, and the use of whistle signals.

Here was the situation. Ship "C," a destroyer, was moored starboard side to the east jetty at a naval shipyard. Nearby, moored port side to the north jetty, was ship "D". Astern of her was an ammunition lighter. Ship "C" was scheduled to get underway at 0900.

No tug had been requested for getting underway, although the Operations Office had been notified and pilot and tugs were normally supplied without request. As no tug or pilot appeared, the skipper decided to proceed without assistance despite a 25- to 30-knot wind from 056°.

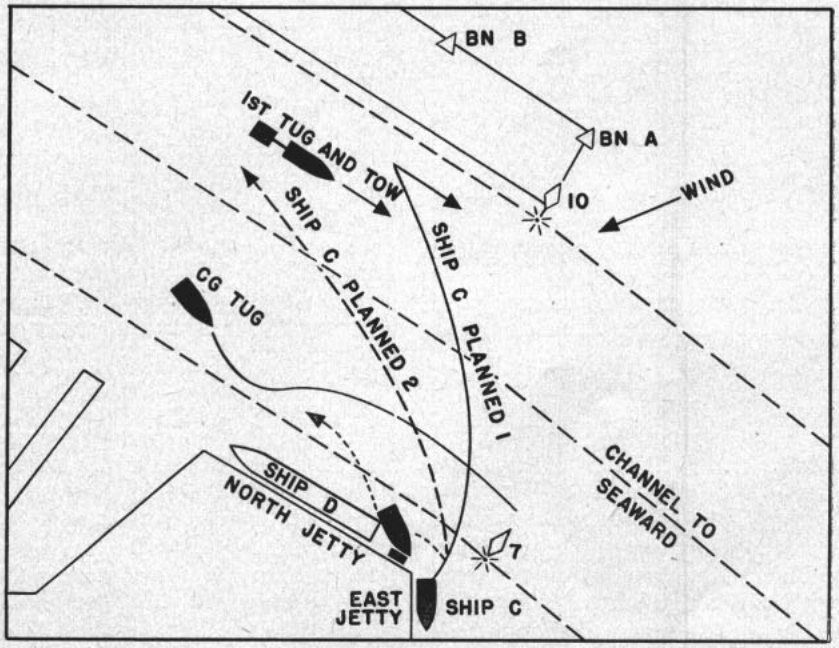
The CO, at the conn on the open bridge, planned to clear the stern of Ship "C" from the jetty and back out across the stream to the left side of the channel, then proceed down the left side of the channel to seaward.

Word was received from the fantail that the channel was clear. All lines were taken in except No. Two. The ship was spun until the stern was well clear of the jetty. Then all engines were backed two-thirds, and one long blast sounded on the whistle. Ship "C" cleared the jetty, and as she started to back into the wind the starboard engine was stopped. The vessel was clearing nicely.

As Ship "C" backed out into the stream, a small tug with a deep-laden oil barge in tow was observed standing down the left side of the channel. Ship "C" continued backing, maneuvering to pass astern of the tow.

Out in the stream on the right side of the channel, still backing, Ship "C" sighted another tug (a Coast Guard vessel) coming down the right side of the channel, at high speed. Sighting Ship "C", this tug veered first to the right to pass ahead of the ship, then turned left to head between Ship "C's" stern and the tug and tow.

To avoid collision with the second tug, the skipper of Ship "C" chose to slow backing until the tug was



CASE ONE—Skipper of Ship 'C,' trying to avoid collision with Coast Guard tug, was blown down upon Ship 'D.' How would you have avoided accident?

clear, then back full. Ship "C" backed on the port engine, the stern swinging to starboard.

Observing that he was being blown down upon Ship "D", moored port side to the north jetty, the CO of Ship "C" gave the order, "*All engines back full,*" then, "All back emergency full," both actually one order. The danger signal was not sounded.

It was too late. The bow of Ship "C" had been blown too close to Ship "D", and the after end of Ship "C"'s superstructure deck, starboard side, hit the gun tub projecting over the starboard side of Ship "D's" fantail. There were no personnel injuries and damage was slight. The hulls of the two ships were never in contact.

Before reading any further, see if you can figure what the maneuvering skipper did wrong. Then check your findings with those of the investigating authorities and the chart on page 9.

• *The comments of investigating authorities in this case showed that initial error of judgment on the part of the skipper of Ship "C" was his decision to attempt undocking in a strong wind without the assistance of a tug.*

When backing in close quarters, the CO should have taken station on top of the pilothouse, so as to have the best possible view.

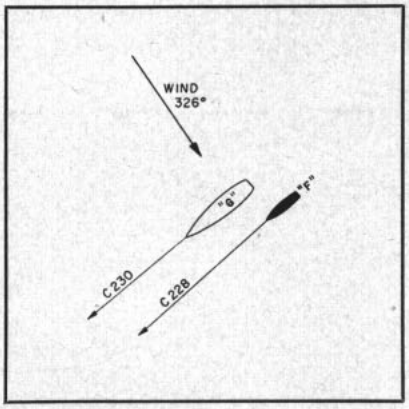
The CO's first maneuver, to pass astern of the tow standing down the left side of the channel, was correct, and had he been able to continue as planned at this stage, all would have been well, the board later found.

The Coast Guard tug first veered to the right on sighting Ship "C". Had it continued to the right, crossing Ship "C"'s bow, Ship "C" could have continued backing into the stream as planned. If proper whistle signals had been used, it is probable that the tug would have continued its course to starboard, thus keeping clear.

The Rules of the Road are silent regarding meeting and passing signals of backing vessels, the only reference to signals by a backing vessel being the requirement that three short blasts be blown if another vessel is in sight, and this signal must, of course, be given before any other maneuvering signal.

As the situation of backing vessels is not specifically covered by the rules, the "rule of special circumstances" (Articles 27 and 29 of International *and* Inland Rules) *governs. In determining what passing signal should be proposed by a backing vessel to another vessel in inland waters, the stern of the backing vessel is regarded as the bow. Hence, one short blast by the backing vessel proposes, "I intend to leave you on my port hand;" on the side that is normally starboard. Two short blasts by the backing vessel proposes, "I intend to leave you on my starboard hand;" on the side that is normally port.*

In concluding their comments in this case, the investigating authorities said that Ship "C" should have sounded three short blasts, indicating that it was backing, then one short blast, as a proposal to the tug that they pass port to port. Assent by the tug (one short blast) would have continued the tug on its course to starboard thus enabling Ship "C" to continue backing into the stream well clear of both tug and the moored Ship "D".



CASE TWO--Minor collision occurred when Ship 'G' drifted into Ship 'F.' Could you have avoided collision?

Case 2 – This one involves two ships ("F" and "G") maneuvering to transfer mail underway. The principal point involved is "*proper mail passing station under difficult weather conditions.*"

While making an approach at sea in preparation for transfer of mail to Ship "G", Ship "F" collided with the other vessel. Both vessels were in the same task group, which was on course 230°, speed 15 knots. At the time, the sea was moderate with swells averaging 6 to 12 feet from northwest, wave length about 600 feet. The wind was from 326°, force 26 knots.

Ship "F", with the skipper conning, first commenced an approach to the starboard (windward) side of Ship "G", but veered away because of the sea condition. Ship "F" then requested and was granted permission to make the port (lee) side. It would be noted here that the sizes of the vessels involved were important in considering various factors. (Ship "F" was a destroyer and Ship "G" an aircraft carrier.)

With Ship "G" maintaining course of 230°, Ship "F" steered a course of 228° on the final approach to the "G's" port. At 0708 she reached a position on the port quarter of Ship "G", with Ship "F's" gun director abreast the stern of "G" at a lateral distance of about 140 feet. The first line was shot over from Ship "G". Shortly afterward, ship "F" steadied down with respect to relative fore and aft position, and the ships immediately began to close rapidly. A minor collision occurred moments later.

Result of the accident: two of the shrouds on the mast of Ship "F", its antennae, boat davits and stack cowls came in contact with the railing around the Mark 56 director and floater nets on the catwalk of ship "G". The hulls of the two ships did not come in contact with each other; there was no dragging or scraping fore and aft.

Neither vessel sustained any personnel casualties, damage to ship "G" was only superficial and repairs were effected by the ship's deck force. Ship "F" was ordered to port under escort of another vessel for repairs.

What went wrong and why? Here's the answer:

• *The opinions and findings of investigating authorities in this case of collision were: Collision resulted from the failure of Ship "F" to compensate for the change of drift as she passed out of a 26-knot beam wind into the leeward of Ship "G". Also, the forward mail passing station in Ship "F" (as a DD) has inherent advantages over the after station in difficult weather.*

In this case the authorities also stated that the existing wind and sea conditions and the relationship of base course to wind and sea made the ordered transfer border on being a hazardous one, and required the highest degree of good judgment in conning Ship "F".

Ship "F" made a proper and sea-

manlike approach to the port side of Ship "G" but maintained approach speed too long and dropped it at too rapid a rate. In the approach, the 26-knot wind on the starboard beam caused both ships to drift to leeward at a considerable but undetermined rate.

Upon coming abreast of Ship "G", the mail carrier Ship "F" was blanketed from the beam wind and did not experience the same drift that it had during the approach. This blanketing effect caused Ship "G" to drift down upon Ship "F" before the latter took compensating action to steer to leeward. At the time of the collision Ship "F" was heading about five degrees to the left of Ship "G's" course.

In this case Ship "F" used its after mail passing station (approximately at No. 2 stack) because moving the mail bags to the forward station would have unduly delayed the operation. Had Ship "F's" forward mail-passing station been used, the operation would have been less hazardous, for, in putting ship "F" aft, the influence from Ship "G's" screw currents, hull suction and wave effects is lessened, and the mail carrier's stern is left free to maneuver clear if for any reason the vessels close suddenly.

The following points in this case were emphasized by the investigators:

1. *Certain ships, particularly carriers, experience a large drift in high beam winds.*

2. *The blanketing effect must be expected when passing to leeward of a ship under such conditions.*

3. *The inherent advantages of using the forward passing station of a destroyer under difficult weather conditions.*

These cases – and others like them – indicate that practically all collisions are preventable. And the best way to prevent them is to know your seamanship, then put it into practice within the framework of the Rules of the Road.–Harvey H. Mitchell, JO1, USN.

(*Editor's Note*: Reader reaction to the above story on collisions at sea and their prevention is invited. If the reporting of such material is considered sufficiently valuable and of widespread Navy interest, ALL HANDS will publish additional problems concerning collision at sea and their solutions.)

MEN of repair department aboard USS *Ajax* (AR 6) 'take the cake' presented by USS *Richard B. Anderson* (DD 786) for 'can do' spirit.

They Knew What Was Coming So They Baked a Cake

Two unusual cakes popped out of Navy ovens recently. One was baked to celebrate a milestone, the other to show the appreciation of a ship's crew for a job well done by another ship's crew.

The first cake, an enormous frosted-model likeness of USS *Philippine Sea* (CVA 47), was cut by crewmembers to commemorate the 50,000th landing of a plane on the carrier. The ship's bakers had worked several hours preparing the mammoth cake which was big enough to feed the 2500 crewmen.

The other cake was made by cooks of USS *R. B. Anderson* (DD 786) especially for the repair gang of USS *Ajax* (AR 6). This unusual gesture was made by the destroyer crew to express their appreciation for the long hours of repair work done in Far Eastern waters for their ship by *Ajax*.

Receiving the cake on behalf of *Ajax*, the repair ship's commanding officer presented it to members of the Repair Department along with his own congratulations for a job well done.

CAKE REPLICA of USS *Philippine Sea* (CVA 47), made to commemorate 50,000th landing, was big enough for carrier's 2500 crew members.

NAVYMAN controls flow of fuel from oiler to carrier. Specialists in Reserve take part in petroleum program.

Oceans of Know-How in Specialists' Pool

AT this moment, a torrent of fuel oil is pouring through the complex feed systems to the burners of hundreds of Navy ships; at the same time, huge quantities of aviation gasoline are being consumed by countless planes; and an infinite number of bearings are protected from destruction by their vital cushions of lubricants.

Suddenly deprived of petroleum and its products, the Navy would grind to a halt within a few minutes. It is the responsibility of the petroleum officer to see that the Navy's planes and vessels, wherever they may be, are assured of receiving the proper amount of the right kind and quality of fuel and lubricants at the right time.

Most of the petroleum officers now on active duty are, of course, members of the Regular Navy. Many, however, are Naval Reservists selected from a large pool of specialists who have retained their military skills through the Naval Reserve Petroleum program.

The Naval Reserve petroleum officer is characteristic of experts in many fields. Through various specialized Reserve programs they, too, have continued to maintain familiarity with naval procedures as it applies to their civilian occupations.

Few of these programs are of the "sea-going" variety. As a rule, they are administrative in nature. Reserve training is principally concerned with indoctrination and military application of their peacetime jobs. A brief description of the Naval Reserve Petroleum Program is presented here as an example.

Established in 1948, the Naval Reserve Petroleum Program was, like other non-pay components of the Naval Reserve, formed in order to provide a large component of qualified or partially qualified men and women, both officer and enlisted, available for active duty in the event of mobilization. These components supplement the pay units of the Naval Reserve and provide many specialists whose training does not fit into the program of the Naval Reserve pay units.

Naval Reserve Has Programs For Navy Specialists Spanning Diversified Fields

At present, the Petroleum Program is composed principally of officers and enlisted personnel who are World War II veterans and who are now engaged in the petroleum industry as civilians, doing much the same type of work they would be called upon to perform for the Navy.

At their scheduled drills, which vary from 24 to 36 annually and for which they receive no pay, petroleum Reservists receive training in such subjects as: stock control (petroleum), petroleum logistics, petroleum procurement and inspection, petroleum supply planning, duties of the petroleum refinery officer, petroleum engineering, petroleum materials engineering, duties of the aviation fuels officer, fueling officer and tanker planning and control.

The curriculum followed at each meeting is usually determined by the commanding officer but as a rule the presentation is made by means of lectures by civilian or military experts and by training films provided by the

petroleum industry or the Department of Defense.

Annual training duty at various locations scattered strategically throughout the country is also available. Here, officers with civilian experience in the petroleum industry receive basic or refresher courses in many of the subjects mentioned above.

It is primarily an officer program. Although enlisted personnel are invited to join, the nature of the program is such that it is of greatest interest to officers with an administrative, technical or supervisory background. Most enlisted personnel possess SK ratings.

Not all of the specialist programs are on the planning or administrative level. Everything from industrial mobilization to harbor defense is studied by volunteer Reservists. There's a program adapted for the automotive engineer, the scientist, the postal clerk, and the policeman.

In every naval district and river command, programs have been established for the purpose of assisting Reservists to participate in some form of training. All Reserve officers and enlisted personnel in a non-pay status may submit requests to their commandants to form companies or platoons.

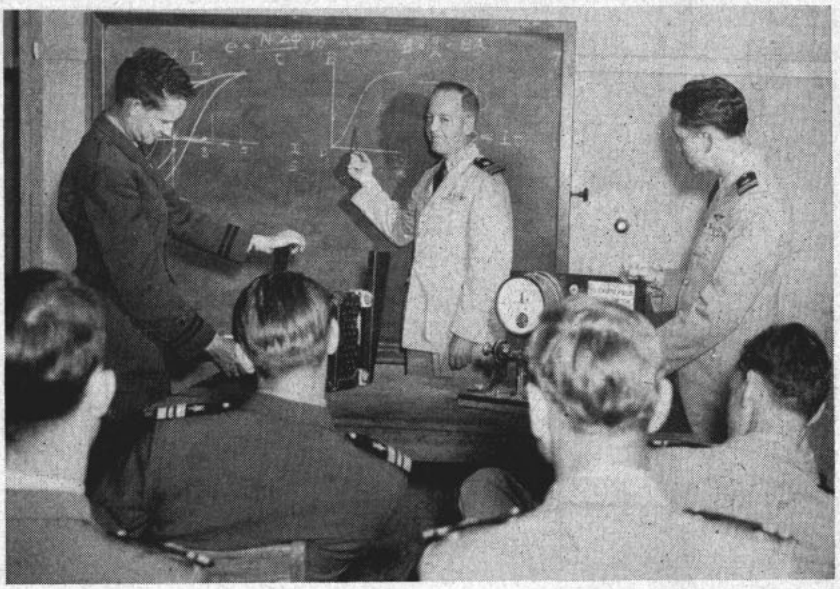
In areas where no specialist unit has been organized that fits an individual Reservist's classification, he can still participate in the program by means of the "composite" type of unit.

The Bureau of Naval Personnel, with the advice and assistance of other bureaus and offices of the Navy Department which are primarily interested in the sponsorship of specialized programs, is responsible for the activation and coordination of training programs. This extends to the preparation of training guides, instructional materials, advice on training requirements, and keeping the units informed on naval policy and directives.

Here's a partial list of the non-pay units which help prepare Reservists to better fit themselves for active duty in the event of national emergency and mobilization:

• *Automotive Transportation* provides training for Reserve officers and enlisted personnel with automotive transportation experience. Special courses and training materials are provided by BuDocks.

• *Aviation* complements the organized Air Reserve and, in addition, provides a large number of specialists for whom training is not currently available in the organized Reserve.



LAB SESSION in electrical engineering holds attention of Reserve specialists as LCDR E. F. Cunningham, Jr., USNR, explains problem at blackboard.

• *Bureau of Ships* provides indoctrination for officers and enlisted technical personnel in naval administration and organization of activities ashore and afloat coming under the cognizance of BuShips.

• *Chaplain Corps* provides a pool of Reserve officers who are ordained clergymen qualified to represent their respective denominations. This program also provides for a pool of enlisted personnel qualified in music and office practice available for assignment to chaplains' offices.

• *Composite* is especially designed to cover the needs of Reservists in smaller cities where there is an insufficient number to support a specialist type of unit. Such a unit may be composed of both male and female personnel, including officers of all ranks and classifications, and enlisted Reservists of all ratings and specialties.

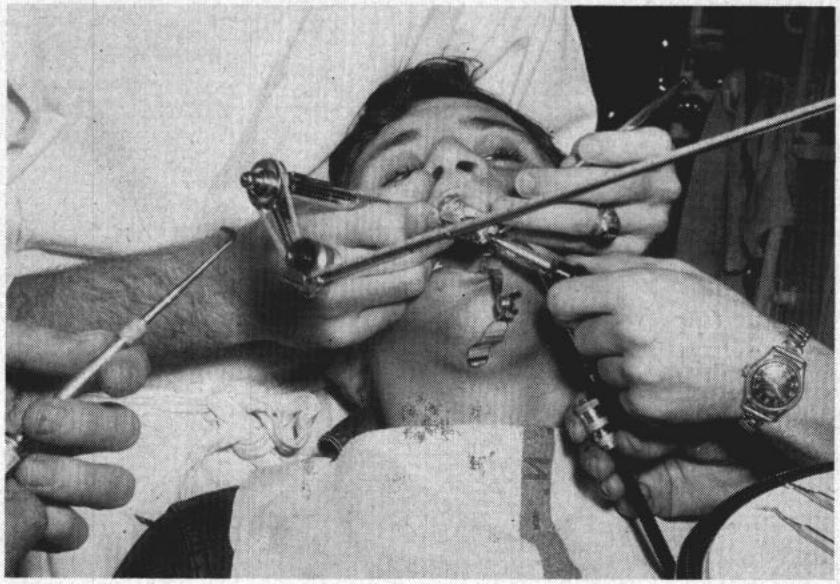
• *Corrective Services* is adapted to officers and enlisted personnel with specialized training in the operation of confinement activities for naval prisoners or with Shore Patrol operations.

• *Dental Corps* consists of Reserve dental officers and enlisted personnel of allied ratings who may be assigned to naval dental clinics, training centers or other large naval establishments.

• *Electronics* units provide training for officers and enlisted personnel in electronics, sonar, radar and communications. Individual Reservists who are licensed radio amateurs may also be authorized to participate in Naval Reserve radio drills from their home radio stations.

• *Harbor Defense* presents the basic concepts and operational and tactical functions of harbor defense. It is designed for officers and enlisted personnel who are not specially trained for duty aboard ship, but who have World War II experience in harbor defense components, or edu-

MEMBERS of Reserve electronics warfare unit learn to tune transmitter with help of aviation elect. mate.



MANY A NAVYMAN met this fate at the hands of a Naval Reserve dentist. Lots of Navy dentists, doctors are Reserve officer 'specialists' on active duty.

cation, training or related experience which will provide suitable background.

• *Industrial Relations* is composed of officers, including Waves, who have had active service in one of the following fields: personnel management, labor relations, safety engineering, welfare, employment and training.

• *Intelligence* includes only officers in its volunteer programs, although some yeomen are accepted in organized units. The program trains members in naval orientation, intelligence organization and functions, security of classified matter, operational intelligence, strategic intelligence, investigations and counter intelligence.

• *Law* is another officer program. It is composed of Reservists with a 1625 designator or those with legal training and exprience whose duties upon mobilization may include the performance of legal functions.

• *Medical Corps* consists of personnel who may be ordered to active duty individually or in teams for assignment to naval hospitals, base hospitals or overseas bases.

• *Military Sea Transportation Service* is another officer program. It trains Reservists in all phases of military overseas transportation and shipping control.

• *Naval Research* includes many distinguished scientists whose civilian jobs are in the basic or naval sciences. Both officers and enlisted personnel are included in the program.

• *Office of Naval Material* is primarily for officers concerned with the administrative and supervisory problems of the Office of Naval Material. Business and technical knowledge is required to qualify.

• *Ordnance* includes officers and enlisted personnel trained in the professional, technical and administrative duties peculiar to ordnance. BuOrd is, of course, primarily interested in this program.

• *Petroleum* is primarily an officer program although enlisted personnel are encouraged to join. Members are usually engaged in the petroleum industry or in petroleum activities of the government, doing much the same kind of work they would be called upon to perform for the Navy in the event of mobilization.

• *Postal* units consist of officers and enlisted personnel who served in the Navy Postal Service during World War II or who may now be engaged in postal work with the Post Office Department.

• *Public Relations* consists of officers and enlisted personnel who served in the public information, civil relations and naval history programs during World War II, or who may now be engaged in occupations closely allied to these fields.

• *Telecommunications Censorship* consists of officers and enlisted personnel not specially trained for duty aboard ship, who either had World War II experience in telecommunications censorship components or whose present education, training or related experience provides a similar background.

The programs described above give you an idea of the wide scope of Naval Reserve activities available to specialists. But there are others, such as: Armed Forces Radio, Civil Engineering, Classification, Communication, Merchant Marine, Material and Supply.

Combined, these programs form an effective pool of skills and knowledge available and ready to supplement the Regular Navy when needed.

RESERVISTS attending Intelligence School can obtain individual instruction and guidance from school staff in addition to the formal classroom lectures.

Leyte Crew Stages Hit with Broadway Show

Marseilles, France, was the scene of two notable "firsts" in the theatrical world when members of the crew of the aircraft carrier USS *Leyte* (CVA 32) gave the *first* European performance of the Thomas Heggen–Joshua Logan Broadway hit, "Mister Roberts". The cast has the added distinction of being the *first* Navy group ever to stage a full-scale Broadway production on foreign soil.

The play was staged by the *Leyte's* Special Services department for the entertainment of the 7,000 sailors aboard 11 Navy ships which were in Marseilles at the time.

Performances were given at the city's modern Teatro Verdi.

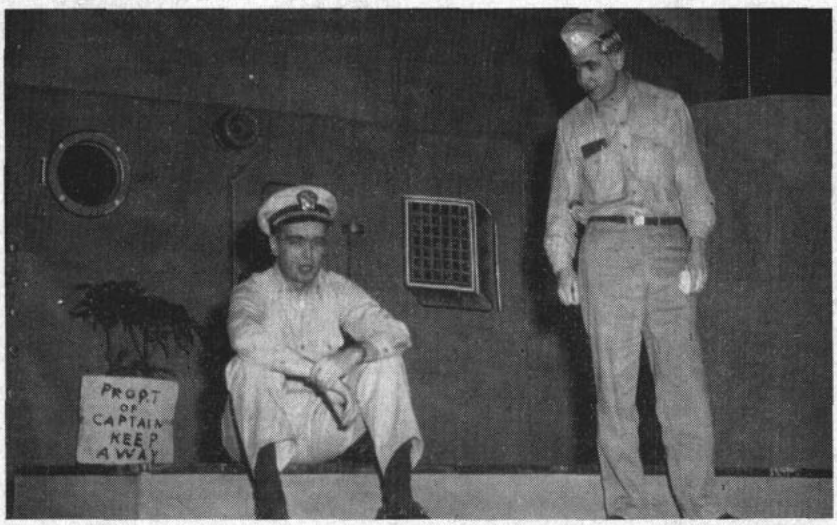
The production was under the skilled direction of Jack C. Harper, AEAN, USN, who is serving aboard the *Leyte* on temporary additional orders from the staff of Commander Air Force, U.S. Atlantic Fleet. Harper is credited with writing and directing the first musical comedy ever to be staged aboard a U.S. Navy ship.

All males in the nearly all-male cast — only one woman is required in the play — are members of the *Leyte* Theatre Club, an organization which was inspired by the ship's former executive officer, CDR Henry L. Miller, which actively engages in bringing many and varied forms of entertainment to the crew. The part of the Army nurse in the play was admirably filled by a native of Marseilles, Mme. Jacqueline de Chanteiac.

Featured in the title role of the play was Lieutenant (jg) Robert L. Daley of Dedham, Mass. LTJG Daley is serving aboard the *Leyte* as Air Intelligence Officer with the staff of Commander Carrier Air Group Three.

Sterling performances were also turned out by Lieutenant H. Wallace Vandever, (MC), USNR, who portrayed Ensign Pulver, and by John V. MacKay, AO3, USN, who was cast in the role of "Doc."

The role of the cantankerous, roaring Captain in the production was well filled by Chester A. Drobek, BMC, USN, a native of Reading, Pa. Although new to the theatre, Drobek's eligibility for the role stemmed from his experience training recruits and serving as the *Leyte's* well-known Chief-Master-at-Arms.



'MISTER ROBERTS' (LTJG R. L. Daley) (left) tells his troubles to 'Doc' (J. V. MacKay AO3, USN), as he sits on the cargo hatch cover of 'USS *Reluctant*.'

The cast was rounded out by members of the crew, each of whom contributed an essential part to the play's success. Each man delivered a carefully studied and highly effective interpretation of his part. "Chief Johnson" was played by Ronald I. Budd, MU3, USN; "Gerhart," by Robert B. Carson MU3, USN, "Dowdy," by James A. Mollenhour, AT3, USN; "Insigna," by Maurice G. Valadie, MU3, USN; "Mannion," by Leland D. Gagle, MUSN, USN; "Lindstrom," by Robert E. McGinnis, MU3, USN; "Stefanowski," by Leionard A. Chiriaco, SN, USN; "Wiley," by Robert Hawley, RD3, USN; "Schlemmer," by Norman R. Purvere, HN, USN; "Reber," by James R. Manard, SN, USN; "Dolan," by Hugh I. Worley, PN3, USN; "Payne," by Dean S. Renton, FN, USN; the shore patrolman was played by Charles Grider, HN, USN; "an M.P." by Charles R. Kamensky, FCSN, USN; and the "Shore Patrol Officer," by William T. Ellis, HM2, USN.

The show was reviewed very favorably by the French press, and was covered in many other newspapers throughout Europe. Plans are being made for possible showing stateside.

TIRED GOAT, bearing tag showing ownership of the animal, is unusual liberty souvenir shown to 'Mr. Roberts' by 'Dolan' (H. I. Worley, PN3, USN).

Merchant Marine: Navy's Sister at Sea

This is the fourth in a series of articles which ALL HANDS *will publish from time to time on other services and activities of the U.S. whose work is allied to, or has an important effect on, the Navy, its ships or its personnel.*

IN the Korean conflict, as in previous wars in which the U.S. has been engaged, the U.S. Merchant Marine has become the link joining our fighting forces overseas and our productive capacity at home.

The job of transporting the ton-upon-ton of military "hardware," thousands of pounds of foodstuffs and millions of gallons of fuel oil needed to run the machines of modern war falls mainly upon the plodding but practical vessels of the merchant fleet.

The air age notwithstanding, our top merchant marine planners say that as long as we have large military forces and allies overseas, the task of moving the necessary food and materials to those forces and allies must be met largely by the U.S. Merchant Marine.

The need for a healthy merchant marine can be seen not only in the response to the outbreak of war in Korea — when the Maritime Administration worked out a rapid transition within the merchant fleet whereby ships hauling general cargoes switched to carrying military supplies overnight — but also in the building of a base such as the new polar outpost at Thule, Greenland.

At Thule, merchant ships under the over-all direction of the Military Sea Transportation Service, which chartered them for the job, teamed up with Navy icebreakers and other ships to move northward the major part of the material which went into the construction of the base (See ALL HANDS, Feb. 1953, p. 10).

When the Korean conflict started, there were in private operation some 639 American dry-cargo ships. Using existing facilities, skills, personnel and vessels in the nation's reserve fleet, the privately operated merchant marine by December 1951 had absorbed an additional 555 vessels into its operation, or had almost doubled itself.

In addition to its basic service, which was never interrupted, this additional fleet, in the first year of its operation, accomplished a movement of more than 12,000,000 tons of cargo — or a million tons a month.

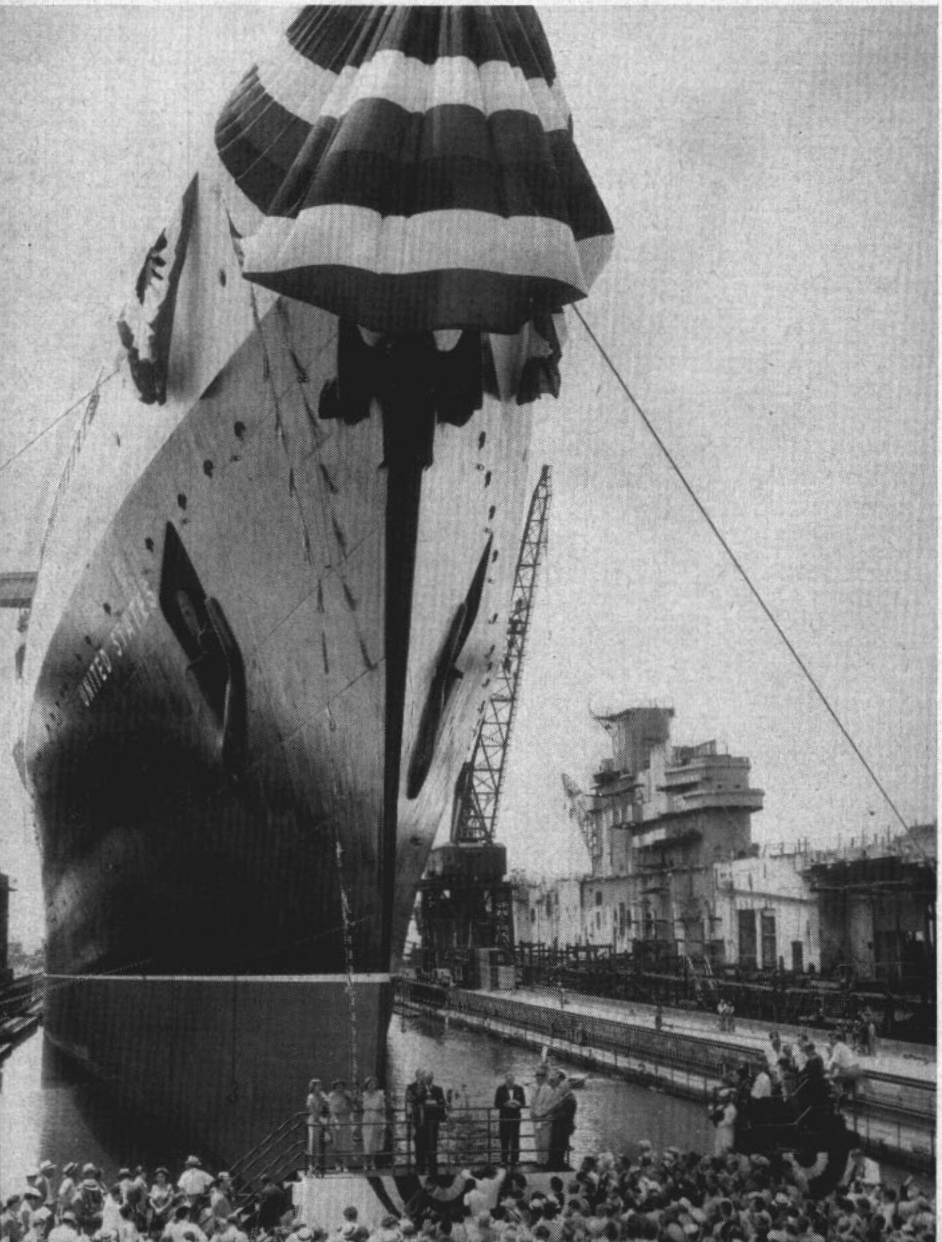
That's a lot of cargo — but the Merchant Marine has usually been able to accomplish any task at hand since its beginning back in the days of the early colonists.

The sea was the lifeline for the colonists. It provided them with food and linked them with their neighbors along the coast and with the outer world. As the result of an abundant and free supply of native lumber and natural harbors, ship-building became an economic mainstay. In the great center of Boston alone, more than 1000 ships were built in a 40-year period beginning in 1676.

Fishing became a large-scale industry of the colonists, with great New England fleets spread out across the northern fishing grounds.

Eighteenth century America also gave birth to the whaling industry which at the time of the Revolution boasted a fleet of 300 vessels and performed a valiant and essential service in the Revolutionary War. Since there was no Navy at this time, merchant ships and fishing schooners were fitted out with arms, and taken over by the Government, or were authorized to sail as privateers. With

SS *UNITED STATES*, largest merchant ship to be built in America, is luxury liner. In emergency, it can be converted to transport 14,000 troops.



well known skill and daring, these ships captured vital supplies and weapons and cut heavily into British trade. In 1778 alone more than 700 British ships fell to American privateers.

There followed a period in which American shipping, harassed by fierce foreign competition was forced to seek trade in distant waters.

In 1789 the first American ship voyaged to China. The success of this venture led to the development of a thriving West Coast trade.

Continuing foreign interference and restrictions led Presidents Washington, Adams, Jefferson and Madison to urge Government support for the merchant fleet.

In 1798, to meet serious French attacks upon our shipping, the Congress created a Navy Department under which the frigates *Constitution, Constellation* and *United States* and other warships were sent to sea to guard American merchant ships. These warships effectively persuaded the French in 1801 to notify the U.S. Government that they were ready to respect the neutrality of our ships.

England continued to discriminate against American shipping. During her war with Napoleon she stopped U. S. ships at sea, seized American seamen and forced them to serve in her Navy. In 1812 the U.S. declared war under the battle cry of "Free Trade and Sailor's Rights." Again privateers became the backbone of U.S. naval power. The 500 privateers sent to sea captured some 1300 prizes. In winning the war, the U.S. helped establish the principle of freedom of the seas and increased the respect of foreign nations for its shipping and rights as a nation.

The following 40 years saw a great expansion of merchant shipping. In 1819 the American ship *Savannah* made the first successful crossing of the Atlantic using steam and sail.

Then, during the 1840's, the swift and beautiful clipper ships went to sea. Some of the Yankee clippers logged as much as 18 and 19 knots, which is considerably faster than most cargo steamers travel today.

Despite the stimulus of the clippers, American seapower by mid-19th Century was heading into troubled waters. The Civil War struck merchant shipping a crippling blow. Sinkings, blockaded ports, post-war high prices, high tariffs and taxation all led to a decline of trade and shipping. The discovery of petroleum in 1859 had hurt the whaling industry. Scant steel production, plus inadequate aid for shipbuilding, hampered the development of steam-propelled iron ships.

PETROLEUM DRUMS are loaded aboard ship en route to Far East. Merchant vessels carry supplies, ammunition, troops to far-flung American outposts.

It was at this time that American interest gradually shifted from the sea to the exploration of the West. Shipbuilders turned from ships to building "prairie schooners" for the westward migration.

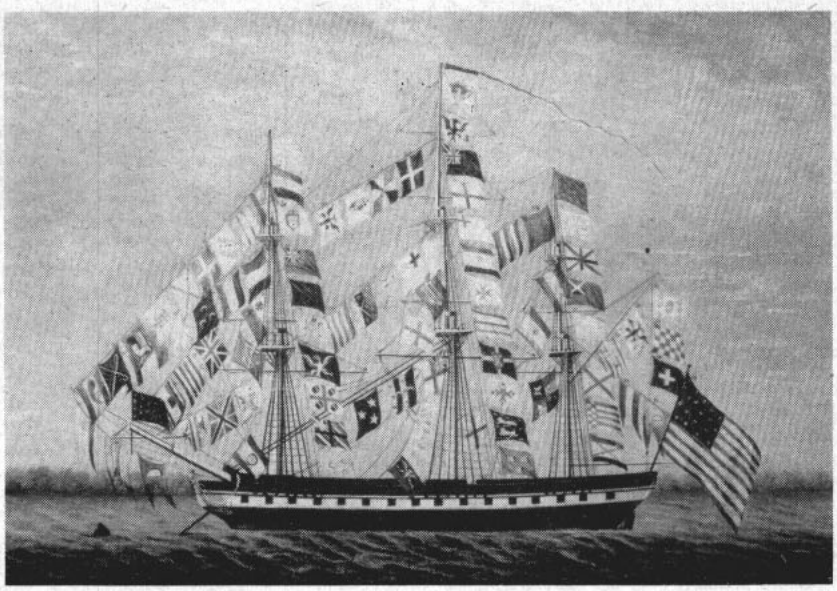
By the close of the 19th Century the U.S. had only one trans-Atlantic shipping line in operation. This was clearly not enough for national security. In fact, during the brief four-month Spanish-American War in 1898, the U.S. had to buy foreign shipping to meet its wartime needs.

At the outbreak of World War I the U.S. had only enough ships to carry about one-tenth of its trade. Ships of the warring nations were withdrawn from peacetime operations, cutting off the flow of raw materials to the U.S. When the U.S. entered the war in 1917, the nation was caught drastically short and had to borrow more than a million tons of cargo shipping from Great Britain.

Congress immediately set up a board which organized the Emergency Fleet Corporation to carry out a shipbuilding program. At that time there were 37 yards building steel vessels and 24 yards building wooden ships. By Armistice Day there were 341 shipyards in operation and the U.S. shipbuilding industry had become the largest in the world. Altogether, the World War I Emergency Fleet Corporation built 2318 vessels.

Lacking the stimulus of war, however, the U.S. Merchant Fleet diminished again. By 1928 the Government had sold 1164 ships to private operators. Shipbuilding was almost curtailed and in 1936 the U.S. had slipped to fourth place among the leading maritime nations in tonnage — and the ships were old and slow.

In the early 1930's a series of marine disasters such as those of the *Morro Castle, Mohawk* and *Vestris* brought sharply into focus the low caliber of skills and discipline existing in the merchant marine at that



FRIGATE *United States* is shown in artist's drawing of vessel, dressed in the flags of different nations. For view of modern *United States* see p. 16.

time. These conditions, coupled with the awakening of Congress to the average overage status of the majority of the American merchant ships, resulted in the passing by Congress of the Merchant Marine Act of 1936 often called "the Magna Carta of the Merchant Marine." This Act established the U.S. Maritime Commission whose mission was to develop a merchant fleet "adequate for the nation's commercial and defense needs." After a thorough investigation and extensive discussions by several Congressional committees, it was determined that a federal maritime training program as a national policy was essential. Accordingly, the Merchant Marine Act of 1936 was amended to set up the machinery for the establishment of the U.S. Merchant Marine Cadet Corps to train merchant seamen and officers.

The Commission recommended that instead of launching a full-scale shipbuilding program as had been done by the Emergency Fleet Corporation in World War I, that 50 new cargo ships be built each year over a ten-year period. These ships were to be the fastest, safest ships on the sea and were to have certain defense features.

The Commission also was authorized to grant subsidy payments to private ship operators to cover the difference in construction costs between building new ships in American shipyards as compared with the estimated cost of building them in foreign shipyards as had been done in the past.

Just as the long-range shipbuilding program got underway in 1939, Europe was plunged into war. The U.S. immediately undertook an emergency program and built 185 new ships in the next two years. After Pearl Harbor the U.S. was forced not only to build for its own needs but to make good the losses of the allies by enemy submarines.

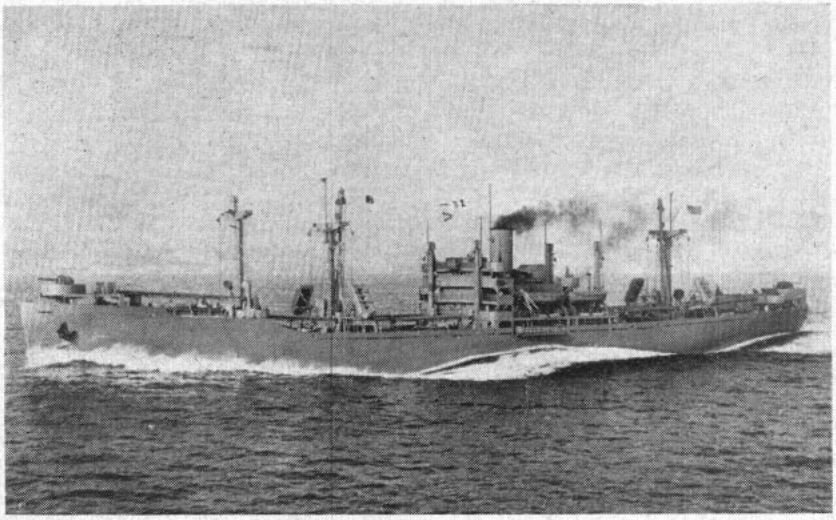
The Maritime Commission accepted initially the slow ten-knot *Liberty* ships, previously developed to meet the war needs of Great Britain, as a basic model for its shipbuilding program. Fortunately, the Commission was gradually able to introduce into the program the new and faster *Victory* design and to continue building the basic long-range types.

When the war ended, the U.S. once more had a vast fleet of merchant vessels. From 1942 through 1945 the shipyards had turned out more than 5,500 ocean-going vessels. By the end of 1946 the U.S. owned one-half of the world's tonnage and twice that of Great Britain.

The merchant fleet contained 2,710 *Liberty* ships, 531 *Victory* ships, 523 *T*-2 tankers and numerous ships of other types. To re-establish private ownership and operation, a ship sales program was undertaken. Congress in the Merchant Ship Sales Act of 1946 authorized the Maritime Commission to sell surplus ships. The Act set minimum sales prices and specified that American nationals should have the first opportunity to buy the better and faster models. All in all, 1,956 ships were sold under this Act.

The Korean conflict produced another boom in American shipping — the urgent demand for tonnage to supply the forces in Korea in addition to the cargo movements under the Marshall Plan authorized by the Economic Cooperation Administration and the arms for Europe under the Mutual Security Agency have all increased the need for a strong merchant fleet.

In May 1950 two new organizations — the Maritime Administration and the Federal Maritime Board — were created within the Department of Commerce to carry on the duties of the Maritime Commission, which



VICTORY ships, introduced during World War II, were faster than the famed *Liberty* ships. At war's end, merchant fleet contained 531 *Victory* ships.

CADET-MIDSHIPMAN operates 20-mm gun during target practice. He's on board training vessel *Wm. Webb*, Merchant Marine Academy, King's Point.

was then abolished. Together these agencies now are responsible for administering Government shipping activities.

Although the basic military preparations for the Navy, Army and Air Force, are provided for by Congressional appropriations which are utilized in such a way as Congress and the Joint Chiefs of Staff see fit, the U.S. Merchant Marine operates on a fundamentally different basis.

Certain limited governmental aid is made available to operators in the foreign trade. Under the Merchant Marine Act of 1936 the Federal Government provides this financial aid to American flag operators on essential foreign trade routes.

The reason for the governmental aid is primarily for defense. By keeping our merchant ships in the hands of American shippers we offset the dangers of being cut off from trade with foreign ports as in World War I and also have a fleet of ships ready to come to the aid of the Government in the time of emergencies as in the case of the Korean conflict.

At the start of 1952, the U.S. owned one-third of the world's gross ocean tonnage and had started construction on 35 entirely new dry-cargo ships to be known as the *Mariner* class.

Several ships of the *Mariner*-class have already been launched. They incorporate special defense features and are the fastest dry-cargo ships afloat.

The *Mariner* ships are being built directly by the Government under a Congressional appropriation and will be sold to private shippers if defense considerations permit.

The first group of *Mariners* completed are being assigned for operation under the National Shipping Authority, an agency established as a unit of the Maritime Administration in March 1952 to direct the operations of Government-owned vessels in programs of national interest. They will carry cargoes for the Military Sea Transportation Service. MSTS is the agency of the Defense Department which is responsible for handling the overseas shipping requirements for the Armed Forces.

The design of the *Mariners* was developed around two basic requirements: a service speed of 20 knots and a deadweight tonnage of some 13,000.

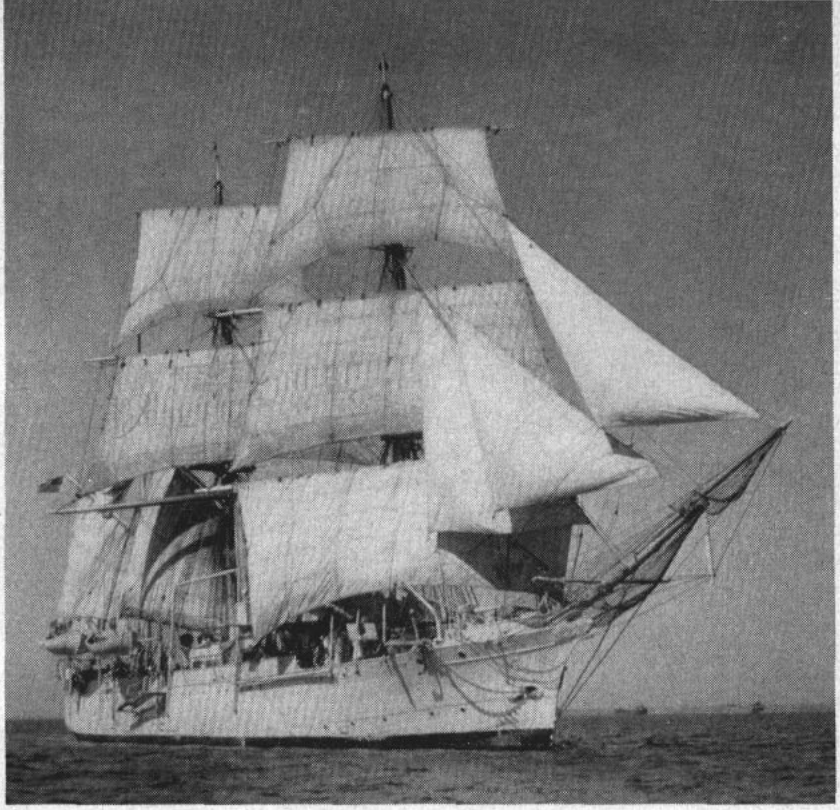
The combination of these factors results in a cargo ship of more than twice the war-time effectiveness of the World War II *Liberties*. It was important that the design of the new ships call for the use, so far as possible, of non-critical materials, so that if they must be constructed in large numbers during a period of emergency, serious bottlenecks will not arise.

The *Mariner's* departure from previous designs can be seen in many ways. For example, the cargo gear is advanced over previous designs in that all five and ten-ton-cargo booms have individual topping winches with permanently attached lines that eliminate much of the manhandling and many of the accidents prevalent with the old fashioned topping gear. The ship is completely equipped with hinged quick-opening steel hatch covers and is the first American general cargo vessel to be fitted in this manner. All weather and second-deck hatch covers are completely watertight without the use of tarpaulins.

The *Mariner* has seven cargo holds to carry refrigerated, dry and liquid cargoes.

In addition to the start of construc-

GUNNERY officer, member of Navy armed guard on board civilian-manned *Liberty* ship, checks sighting of five-inch rifle during World War II convoy.



CRUISES on training ship *Emery Rice*, shown here under full sail, give future merchant marine officers ample opportunity to learn good seamanship.

tion on the *Mariners*, it was also in 1952 that the passenger liner *United States* crossed the Atlantic at a record speed.

An official announcement by an officer of the Maritime Administration put the speed attained during performance trials at "considerably" in excess of 34 knots.

The largest merchant ship ever to be built in this country (990 feet long) and third largest vessel of this type in the world, the ss *United States* was launched in June 1951 but did not make her maiden voyage across the Atlantic until a year later.

Although intended primarily as a luxury passenger liner for the North Atlantic service, the basic design of the vessel permits almost overnight conversion of the ship to a troop transport in the time of emergency. When fitted as a troop transport, *United States* can carry 14,000 men — the equivalent of close to a full Army division.

In addition to the speed and cruising range of the vessel, other defense features include the special hull protection, new-type refrigeration equipment, extra fresh water capacity, special navigational aids and air-conditioning. Most important of all, the vessel is completely fireproofed. The only wood to be found on board is in the piano and the butcher's block!

The *United States* now reigns as queen of the merchant fleet, of which there are three types of vessels — dry cargo, tankers and combination passenger and dry-cargo ships.

Dry-cargo ships carry a wide variety of goods including such bulk items as ore, grain, coal and such manufactured items as machinery and trucks.

Tankers, which comprise the largest proportion of the ships in domestic trade, primarily transport petroleum and petroleum products, although they occasionally carry other liquids such as molasses and vegetable oils.

Combination dry-cargo and passenger vessels specialize in carrying passengers, mail and freight. In wartime they are used primarily as troop transports.

Merchant seamen work on ships operating in and out of 70 ports in the U.S. but more than half of the nation's shipping activity is carried on in 16 deep-sea ports along the Atlantic, Gulf and Pacific coasts. The port of New York handles the greatest volume of trade. Other important Atlantic ports are Philadelphia, Baltimore, Boston, Norfolk, Charleston and Savannah.

The Gulf ports handle a substantial volume of cargo, principally petroleum and petroleum products. The chief ports in the Gulf area are Houston, Galveston, New Orleans, Port Arthur, Mobile and Tampa.

On the West Coast the principal ports are those in the San Francisco Bay area and Seattle and Portland in the north.

Who mans the ships of the Merchant Marine?

Since the Nation's earliest days, almost every American boy has thought of going to sea. The call of the sea was especially powerful during Colonial times, when the oceans were the main highways to adventure and fortune and the sole link with the civilized world. Then there were no airplanes, railroads or automobiles to compete for the interest of adventuresome boys.

The exploits of such naval heroes as John Paul Jones and John Barry, the success of privateers and traders and later such novels as "Moby Dick" and "Two Years Before the Mast" helped to fire the imagination of American youth. Energetic boys of 12 and 15 went to sea as foremast hands to learn to become skilled mariners and traders.

The crews of those pioneer generations lived hard lives aboard sailing ships. Pay was meager and living quarters were cramped, wet, cold and poorly ventilated. The food was usually bad, the voyages long and the discipline severe. But the crews accepted these conditions because they looked forward to shares and bonuses at the end of profitable voyages. Many of them acquired comfortable fortunes before they reached the age of 20.

The transition from sail to steam in the latter part of the 19th century changed this picture radically. Although living conditions for sailors remained rough, the period of great profits for seamen ended when ships started charging fixed fees for carrying cargoes. More and more young men turned to the free farm lands of the West for the opportunities they once sought at sea. It became hard to hire men of any description for merchant ships and there was a sharp decline in the quality and efficiency of American seamen. Some shipowners resorted to unscrupulous methods to man ships. "Crimps" roved the waterfronts getting men drunk or drugged in order to "shanghai" or kidnap them to man ships.

Fortunately, these conditions no

longer exist. Today seamen have shorter voyages under improved living conditions and receive wages that compare favorably with those in other industries.

The usual way for an inexperienced man to get a job on a ship is to apply for work at a central hiring hall in one of the chief ports of the country. These hiring halls are operated by unions which generally require that applicants for jobs be union members. On registering at the hiring hall, the job seeker is given a "shipping card" on which is stamped a number and the date he registered. Shipping companies send job orders to a dispatcher in the hiring hall, where the names of the ships and the jobs available are announced and posted. The applicant longest out of work is entitled to first job preference on a job for which he is qualified if he is present during the hiring hours. If he is absent when a job is called, he misses out on that job but does not lose his first place on the list for subsequent jobs until he has missed out on or turned down three jobs.

The worker receiving a job gets an assignment slip, which he presents to the shipping company. The company usually reserves the right to reject an applicant whom it considers unqualified or unacceptable. A rejected job seeker must then report back to the dispatcher to await another assignment.

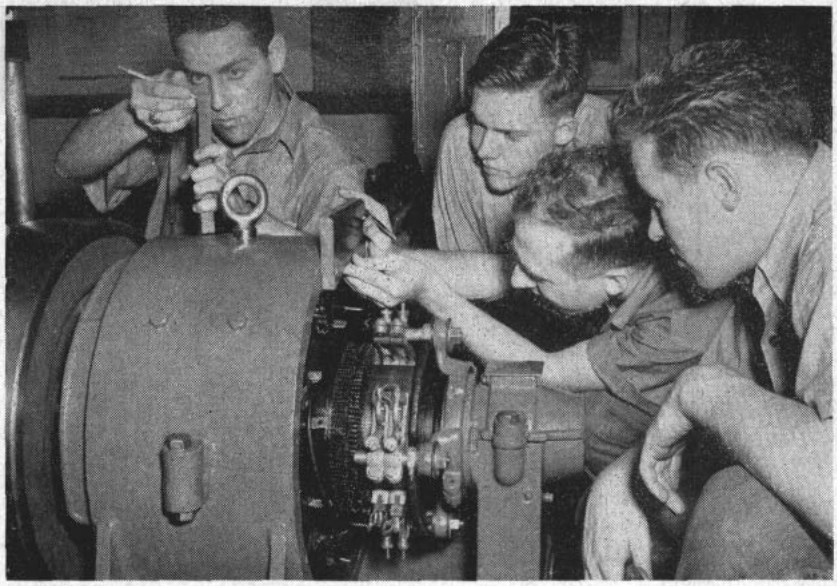
An inexperienced man gets his initial training aboard ship. After six months sea service in an entry job he may apply at the U.S. Maritime Administration for training designed to help him advance in his work and to bring him up-to-date on new developments in the merchant marine.

Training schools are maintained at U.S. Maritime Service Training Station at Sheepshead Bay, Brooklyn, N.Y. and at Alameda, Calif.

In addition, thousands of sailors take advantage of the education and technical training offered through the correspondence courses of the Maritime Service Institute at a cost of $3 a course.

These courses give the beginner a chance to acquire the technical information needed for a certificate while he is at sea getting the necessary practical experience.

To be eligible to serve as a deck, engine or radio officer aboard a merchant vessel, a seaman must hold a license issued by the Coast Guard.



MARKING off bakelite terminal block being made for electrical laboratory generator, merchant marine cadets go through another phase of training.

A man who has served for three years in the deck or engine department can apply for either a third mate's license or a third assistant engineer's license. However, three years of experience alone does not usually enable a crew member to pass the Coast Guard examinations for license as deck or engine officers. A seaman who wishes to become an officer should supplement his shipboard experience with courses of study such as those given by the U.S. Maritime Administration.

There are also state maritime colleges and academies which qualify students for deck or engineer officer's license. They are located at:

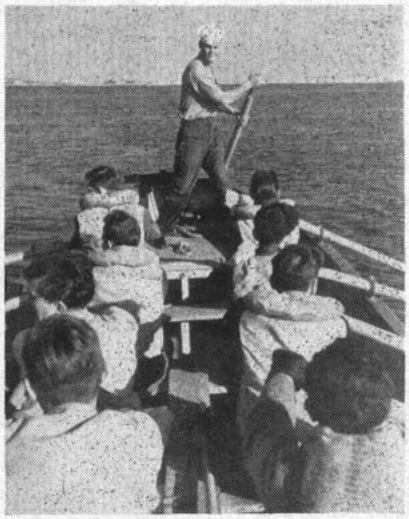
- California Maritime Academy, Vallejo, Calif.
- Maine Maritime Academy, Castine, Maine.
- Massachusetts Maritime Academy, Boston, Mass.
- New York State Maritime College, New York, N.Y.

These schools, in addition to academic courses, operate training ships which make annual training cruises to foreign shores.

Another way to become a licensed officer is by graduating from the U.S. Merchant Marine Academy, or from the Coast Guard Academy or the Naval Academy.

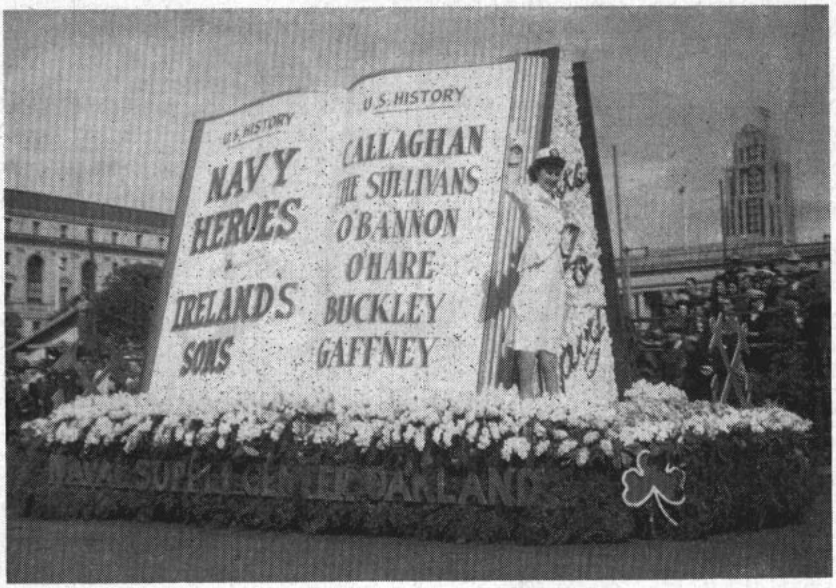
The U.S. Merchant Marine Academy at Kings Point, Long Island, N.Y., was established by the Maritime Commission to insure a steady supply of well-trained officers for the Merchant Marine. The academy gives a four-year course, along with practical sea experience. On graduation, the cadet-Midshipman receives a license as third mate or third assistant engineer, a commission as ensign in the U.S. Maritime Service and the U.S. Naval Reserve (inactive) and a bachelor's degree of science.

Trained and efficient personnel make up the men who man the ships of the U.S. Merchant Marine. And the American merchant marine is the largest merchant fleet in the world and possesses the fastest merchant ships afloat.



MERCHANT sailors undergo lifeboat drill as part of training at USMS Training Station, Sheepshead Bay.

FRENCH and American sailors chat on USS *Eldorado* (AGC 11). Below: NSC Oakland's St. Patrick Day float is example of good public relations.



WHEN IN ROME, do as the Romans do — so say these sailors as they ride in horse-drawn carriage on a sightseeing tour of the famed 'Eternal City.'

How Good Is You

TODAY, more than ever before, every man and woman at home and abroad is involved in "public relations." In the Navy this is especially true, because Navymen get around a great deal more than the average person.

There are, of course enlisted journalists, public information officers and technical information officers serving within the various commands and on board ships. It's the job of the PIOs, TIOs and JOs to keep the public and the press – newspapers, magazines, radio, TV, movies–informed of what's going on in the Navy.

But every Navyman – from a seaman recruit on up to the top admiral– has a personal public relations job to do. And it's a 24-hour-a-day job, seven days a week.

What is good "public relations"? In a nutshell, it is simply making and keeping friends. In the narrow sense, it is the amicable relationship an individual or organization tries to maintain with the general public. In the broad sense, it is every relationship between individuals, groups, institutions.

Here are a few of the ways in which Navymen have proved themselves to be tops in good public relations:

- The sharp Navyman looks smart and is admired. He takes pride in his uniform. It pays off. A uniform always makes an impression.
- Friendliness and courtesy pay

PRETTY Wave steps through Red Feather doorway to help launch a town's Community Chest program.

'Public Relations'?

off too – and the dividends are big in *personal* popularity.

• When you visit a foreign port, learning the customs of the country marks the Navyman as an experienced globe trotter. And in respecting the customs of other nations, you earn respect for *yourself*.

• Keep abreast of your Navy, past and present. People like to know about naval history, new ships, new techniques. A little boning up will do you good, too.

• You may be asked to give a talk at a school – maybe your own high school. Accept the invitation. You can talk about the Navy in general and you can talk about your own specific job.

• Cooperate with newspapers, radio stations, civic groups and the like if you're asked to say a few words about the Navy. Don't be afraid of an interview – the interviewer does most of the work. All you have to do is have a few handy answers. But don't slip up on matters concerning national security or classified information. If you're in doubt, it would be a good idea to check with your local public information officer.

• If you're shore-based, pitch in on community projects. Help with boys' clubs, scout work, civic organizations. Lend a hand with charity drives.

On these two pages, ALL HANDS shows a few pictorial examples of good Navy public relations at work.

GOOD 'PUBLIC RELATIONS' is evidenced by the eager expressions on the faces of these Boy Scouts being conducted on a tour of USS *Boxer* (CVA 21).

NAVY lieutenant voluntarily teaches two English classes a week for Japanese. Below: Enlisted journalists work on page layouts for their station paper.

FLOODS, 'quakes and other disasters find Naval Reservists, like this radioman, lending a hand.

NEWS OF OTHER NAVIES

In this new section ALL HANDS continues its report of news items of interest concerning navies of other nations.

* * *

THAILAND—Among the ships fighting with the U.N. forces in Korean sea operations are two frigates flying the circled-elephants flag of the Kingdom of Thailand. Named *Prasae* and *Tachin,* they have participated in escort and patrol missions as well as in shore bombardment assignments. *Prasae* and *Tachin* are the one-time U. S. frigates *Gallup* (PF 47) and *Glendale* (PF 36) – both built at Los Angeles, Calif. The former recently underwent overhaul at the U.S. Fleet Activities, Yokosuka, Japan.

The two vessels were turned over to the 100-year old Royal Thailand Navy in October 1951 and began operations four months later. Their names honor two rivers of the small South-East Asian kingdom.

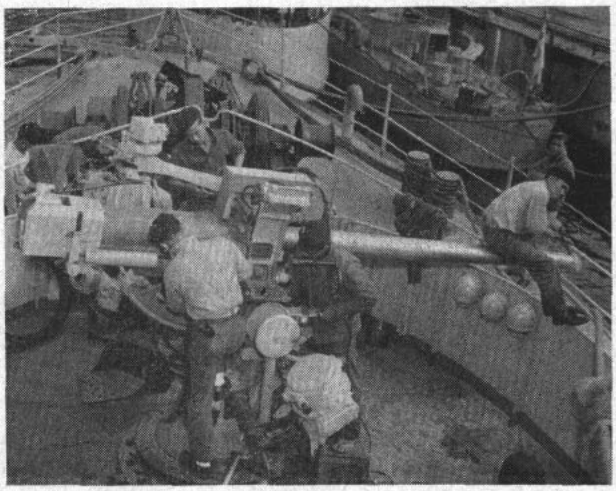
With an over-all length of 304 feet, a beam of 37.½ feet and a weight of 1100 tons (standard), the 18-knot frigates are among the largest ships of the Thai Navy. According to officers of other U.N. fleet units, morale in these ships is very high and their contribution to the Korean war effort is increasingly important.

* * *

SPAIN – Spain has joined with other nations in assigning groups of officers to temporary duty from time to time with units of the U. S. Fleet. Such cross-training enables foreign nationals to become familiar with the armament, capabilities and tactics of American fighting units.

A group of 14 Spanish naval and air force officers have completed a three-day cruise in the large carrier USS *Midway* (CVA 41) in the Mediterranean. They arrived aboard via highline from the destroyer USS *Brownson* (DD 518).

During their stay, the guests were shown demonstrations of day-and-night plane launching and recovery as well as operations in other parts of the ship. Other demonsrations included "air attacks," air defense and night underway refueling from a tanker.



THAILAND sailors make sure their three-inch gun is ready for action. They're with UN forces in Far East.

VENEZUELAN 'midshipmen' get instruction on five-inch gun from H. H. Milhorn, GMC, USN, at NTC Bainbridge.

BURMA—Part of the U. S. Navy's job under the Mutual Defense Assistance Pact (MDAP) is to familiarize officers and men of friendly nations with U. S. naval techniques. These range from running a ship's galley to participating in an anti-submarine operation. Typical of such an indoctrination was a five-week tour of major U. S. naval installations recently taken by officers of the Burmese Navy.

Inspecting the service school establishments and recruit training programs at the naval training centers of Bainbridge, Md., and Great Lakes, Ill, the officers reviewed this country's basic training program. They said they were impressed with the large scale program and the many mechanical and other training aids in use.

In addition to touring the training centers, the officers visited the Bureau of Naval Personnel, Naval Receiving Station and Naval Gunnery School in Washington, D. C., and concluded with an inspection of the Naval Academy in Annapolis, Md.

* * *

GREAT BRITAIN—Two new and improved "diving" television cameras, especially built to scan ocean floors with their electronic eyes, will be used by the British Navy for salvage and hull-inspecting operations. The underwater video will also be used by the Admiralty Research Laboratory for scientific studies.

Underwater television, which does not have many of the limitations of human divers, already has been tried in England, and U.S. scientists employed underwater TV in 1947 to evaluate results of the Bikini atom bomb tests. It was used off England two years ago in the search for the sunken submarine HMS *Affray.*

The new television cameras will be housed in watertight casings capable of being lowered to depths of 1000 feet. A lighting system attached to a stabilizing fin outside the casing will illuminate the 70-degree field of vision taken in by the camera's lenses.

GREAT BRITAIN—In order to investigate further the effects of an atomic explosion in a typical harbor, Great Britain, in cooperation with Australia, has exploded the United Kingdom's first atomic bomb.

The site for the test was an isolated area in the Monte Bello Islands which lie some 900 miles north of Australia. Since nothing was available at the site, all material and stores for the test had to be brought in.

This was done primarily by the Royal Navy, with some help from the Royal Australian Navy. The British aircraft carrier HMS *Campania,* three LSTs and HMS *Plym,* the target ship, took part. Australian ships were a small tender and two self-propelled lighters for re-refrigerated stores and water.

The explosion itself completely vaporized *Plym* and scattered red hot fragments over one of the islands, starting fires in the dry vegetation. Soon after the blast, two naval officers, flying helicopters from the deck of *Campania,* skimmed over the lagoon to collect samples of water to be tasted for radioactivity.

Prime Minister Winston Churchill stated that the atomic weapon used had "behaved exactly as expected."

★ ★ ★

TURKEY-NORWAY – Several landing craft have been added to the Turkish and Norwegian navies under the Mutual Defense Assistance Program (MDAP).

The craft, taken from the U. S. Reserve fleet, include three LSMs (*LSMs* 481, 484 and 490) which were turned over to Turkey, and *LSMs* 492 and 493 which were turned over to Norway. The ships were stripped, converted and outfitted as coastal minesweepers (CSs) to be used by Turkey and Norway to protect their coastal waters. Both countries are members of NATO and they help defend the northern and southern flanks of the European defense perimeter.

★ ★ ★

CANADA—In and above the waters of Nova Scotia, sea and air units of Royal Canadian Navy went through their paces in a demonstration before a group of Canadian industrialists. Among the units participating were the aircraft carrier HMCS *Magnificent,* the cruiser HMCS *Quebec,* the destroyer HMCS *Crescent,* the frigate HMCS *La Hulloise,* the carrier-based 30th Air Carrier Group and the shore-based 31st Support Air Group.

HMCS *Crescent* started the ball rolling by demonstrating her "hedgehog" anti-submarine projector. She fired a salvo which laid down a broad circular pattern and produced delayed underwater explosions. This was followed by the dropping of depth charges astern.

About this time, *Magnificent* launched 11 *Sea Fury* fighters by catapult on the forward section of the flight deck. Fifteen *Avenger* attack planes followed them into the air.

Soon after this, the *Sea Fury* squadron and the *Avenger* squadron began runs on a towed sled strung out astern of *La Hulloise.* In dive-bombing runs, the aircraft blasted the racing target with rockets, cannon and machine-gun fire. Other *Avengers* followed up laying sticks of depth charges across the sled.

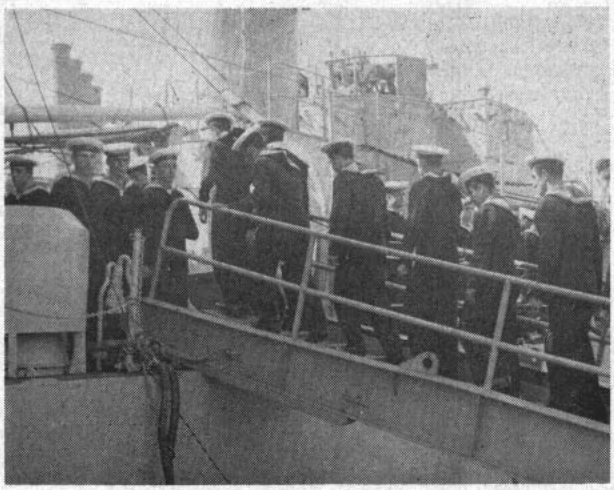
Later in the day the two air groups teamed up over the formation of ships to stage simulated dive-bombing runs, both singly and in formation. The final air event was a massed "fly-past", the planes swarming over the ships in squadron formation.

BRITISH sailors and marines undergo regular physical training on board HMS *Vanguard* during 'Mainbrace.'

★ ★ ★

SOUTH AMERICA – The first consolidated shipment of Navy equipment, as well as Army and Air Force materiel, to the other American republics under the Mutual Defense Assistance Program (MDAP) has left New York for Ecuador, Peru and Colombia. The shipment includes motor vehicles, various types of weapons and ammunition and spare parts for aircraft and naval vessels.

Similar shipments soon will be made to other Latin American countries which have negotiated military assistance agreements under the terms of the Mutual Security Act of 1951. In addition to Ecuador, Peru and Colombia, agreements also are in effect with Cuba and Chile and have been signed with Brazil and Uruguay. Ratification of the agreement by the latter two countries is being completed.



TURKISH crew members board minesweeper turned over to their country under Mutal Defense Assist. Program.

LETTERS TO THE EDITOR

Quotas for Service Schools

SIR: What is the meaning of "Mandatory Returnable Quota" when it is used in relation to service schools?

The information we have is that a command must fill the mandatory returnable school quota. In other words, an enlisted man, whether or not he desires to attend the school for which a mandatory returnable quota is received, may be "drafted" to fill the quota if he meets all the requirements for the school.

What is the official definition of this term and where can I find it published.—J. J. K., PN3, USN.

• *The meaning of the term "Returnable Quota" is defined in BuPers Inst.* 1306.15, 29 *Oct* 1952. *The Instruction says in part:*

"Returnable quotas may be filled in whole or in part as directed by the Fleet and shore commands administrating quotas assigned by the Chief of Naval Personnel. Personnel are sent to school for temporary additional duty under instruction, and upon completion, returned to former commands. . . ."

The term "Mandatory Returnable Quota" means returnable quotas that must be filled by the command to which they are assigned. Such quotas are necessitated because certain training requirements must be met in order to maintain the Navy in a constant state of readiness.

In so far as practical, it is the Navy's desire that only personnel who want to receive the applicable schooling be selected to fill such quotas. However, if a man is in all respects qualified and has demonstrated aptitude for a particular training, he may be selected to fill a mandatory returnable quota. The determination as to whether a man goes to school is based on the needs of the service which takes precedence over the individual's own personal preference.—ED.

Korean PUC for Task Force

SIR: I have been told that Task Force 77 was awarded the Republic of Korea Presidential Unit Citation in the fall of 1951. Is this information correct?—J. H. P. GM1, USN.

• *BuPers has received no official information regarding the award of the Korean PUC to Task Force* 77. *This citation, however, was awarded another task force, Task Force* 95, *in recognition of service during the period from September* 1950 *to August* 1951.

The insignia of this award is not permitted to be worn on the naval uniform since it has not as yet been authorized by Congress.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Eligibility for Gold Service Stripes

SIR: I am after some information about gold service stripes. This hypothetical case points up my question.

We have a CPO with more than 16 years' continuous active service. In his first enlistment he failed to meet the requirements for the Navy Good Conduct Medal. In his next three enlistments, however, he met the requirements. Is he entitled to wear gold service stripes?—E. R. N., HM1, USN.

• *Not only is he entitled to wear them, but he is required to wear them. Although the rules specify* 12 *years' continuous active duty (full time duty) in the Navy or Naval Reserve, this duty need not commence with the first enlistment.*—ED.

Can USNRs Transfer to Fleet Reserve?

SIR: I served in the Regular Navy from 1923 to 1927, four years, and again from 1944 through 1946, two years. If I serve on active duty in the Naval Reserve from 1947 through 1957, I will have completed 16 years' broken service. I have heard that a man can retire on 16 years' broken service if the last 10 years were active duty. If so, what would the retirement pay be for a chief petty officer?—H. C. M., EMC, USNR.

• *You have received incorrect information. If you served in the Regular Navy on or before* 1 *July* 1925, *you may be transferred to the Fleet Reserve with retainer pay and upon completion of* 30 *years' active and inactive service you may retire.*

There is no provision of law however, for Naval Reservists to transfer to the Fleet Reserve. A Naval Reservist is eligible for retirement pay when he has completed 20 *years' active duty. The last* 10 *years of active duty must have been performed immediately preceding such retirement, or upon reaching age* 60 *and having completed* 20 *years' satisfactory federal service, you may apply for retirement pay.*

For a complete round-up on the matter of retirement and benefits for naval veterans, refer to ALL HANDS, *February* 1953, *pages* 30 *through* 36.—ED.

Navymen with Teaching Experience

SIR: Is there any chance for Navy enlisted men who are qualified public school teachers to teach in schools on government bases either in the U.S. or at some outlying station?—P. A. H., PNSN, USN.

• *The only billets to which non-rated personnel with civilian public school experience are presently assigned as instructors or teachers are in the Recruit Preparatory Program. These prep courses are given at Recruit Training Commands at Bainbridge, Md., Great Lakes, Ill., and San Diego, Calif. At the present time, however, there is no need for additional instructors.*—ED.

Advancement of Waves to WO Rank

SIR: I wonder if Wave CPOs and POIs have been promoted to warrant officer in recent years. Particularly, I am interested in knowing if any Waves were appointed to acting pay clerk. Will any Wave CPOs or POIs be considered soon for appointment to warrant officer?—H. F., DKC, USN.

• *In the November* 1950 *warrant (W-1) selections, both men and women CPOs and POIs of the Regular Navy who met the age and service requirements were considered. In these selections two women CPOs were issued warrant ship's clerk appointments.*

In the April-July 1952 *warrant (W-1) selections, both men and women CPOs and POIs of the Regular Navy and Naval Reserve with more than six years' naval service who were on active duty and were less than* 35 *years of age on* 1 *Jan* 1952, *were considered. Eligible women were considered for many warrant categories, including acting pay clerk. Although several women were selected for other warrant categories, none were recommended by the board for appointment to acting pay clerk.*

There are no current plans to make additional temporary warrant officer selections. However, when future selections are made, it is expected that women who meet the eligibility requirements will again be considered along with eligible male personnel.—ED.

CO or O-in-C?

SIR: Can you tell me if the official title of a commanding officer of a U.S. Naval Mobile Construction Battalion is "commanding officer" or "officer in charge"?—C. C. C., YNSN, USN.

• *Both a Construction Battalion and a Mobile Construction Battalion have commanding officers. Construction Battalion Detachments have officers-in-charge.*—ED.

"A" School Grads Need GTC

SIR: Does a man who has successfully completed a Class "A" School have to take a progress course for his rate, or the "General Training Course for Petty Officers," to be eligible to take an examination for advancement in his rate?

In my case, I completed Class "A" Yeoman School with a mark of 3.6 and I did not have to take a course of any kind to go up for my YN3 exam. — J.R.M., YN3, USN.

• *BuPers Manual* 1948, *Art C-7201, is the authority which provides that graduation from Class "A" service schools shall be considered the equivalent of completion of training courses for the applicable pay grade E-4 rate.*

Completion of the "General Training Course for Petty Officers, Part 1," is mandatory for advancement to each *petty officer rate.* — ED.

Work and Study Under G.I. Bill

SIR: I'm a veteran planning to go to school full-time under the Korean G.I. Bill. If it doesn't interfere with my studies, I'd like to get a job a couple of evenings a week to help meet expenses. Would my G.I. allowance be reduced, if I did so?—K. E. D., RM2, USNR.

• *No. Regardless of how much you earned on the side, your G.I. allowance for education would not be reduced.*

Their is no ceiling on earnings plus government allowance for veterans in school under the Korean G.I. Bill, as there is for those in training under the World War II G.I. Bill. The only ceiling under the new law applies to those taking on-the-job training.—ED.

Armed Services Police

SIR: I would like to obtain duty with the Armed Services Police. Will you tell me what the qualifications for this duty are and how I should make my application? I recently completed eight weeks of the advanced course at the military police school, Camp Gordon, Ga.—D.M.M., BM2, USN.

• *Qualified naval personnel are assigned to Armed Services Police Detachments by local naval commanders. ASPD's are established in areas in the continental U.S. and overseas bases where there are large concentrations of military personnel.*

In order to be considered for assignment to Armed Services Police duty you must be eligible for shore duty or overseas shore duty. Requests for shore duty should be submitted in accordance with BuPers Inst. 1306.20, 10 *Dec* 1952. *This Instruction is fully covered in* ALL HANDS, *February* 1953, *p.* 48 *to* 52. *Requests for overseas service should be submitted in accordance with the appropriate Service Force Commander's directives.*—ED.

Extension of Minority Enlistment

SIR: Can a man serving a minority enlistment be involuntarily extended on the expiration of his first enlistment?—D.K.A., ME3, USN.

• *The answer is yes. Alnav* 11-52 *provides that enlistments of members of the Regular Navy and Naval Reserve expiring after* 1 *July* 1952 *and prior to* 1 *July* 1953 *which were not voluntarily or involuntarily extended after* 28 *July* 1950, *will be involuntarily extended for a period of nine months unless such members voluntarily extend their enlistment or reenlist. Minority enlistments normally expiring during this period were involuntarily extended in the same manner as other enlistments.*—ED.

Persons in Vehicles at Colors

SIR: Looking over two official publications for information on honors, I noticed what appears to be a conflict. *Navy Regulations* (1948), in article 2107, states: "During colors, vehicles within sight or hearing of the ceremony shall be stopped. Persons riding in a passenger car or on a motorcycle shall remain seated at attention. Occupants of other types of military vehicles remain seated at attention in the vehicle; the individual in charge of each such vehicle (other than the driver) shall get out of the vehicle and render the hand salute."

On the other hand, the *Landing Party Manual* (1950), in chapter Three, states that during colors: "Persons riding in a passenger car or on a motorcycle will dismount, and salute."

Which is the proper procedure? Passengers get out or stay in? The ALL HANDS special feature article on Naval Courtesy (March 1952) went along with the *Navy Regs* version.—E.W.G.

• *The correct procedure is the one in* Navy Regs *and* ALL HANDS. *A correction will be made in the next change to the* Landing Party Manual.—ED.

Promotions to Commissioned Rank

SIR: I have a query concerning permanent or temporary commissions as ensign (or above) in the Regular Navy. A recent BuPers directive has set up a program whereby POs and warrant officers may compete for permanent commissions as ensign, USN. The maximum age is listed at 31½ at the time of application. Is there any possibility that the Bureau will allow age waivers?

Another thing, how does the picture look in regard to the Navy's offering temporary commissions to present warrant officers?—P. J. K., RELE, USN.

• (1) *The directive you refer to is BuPers Inst.* 1120.7 (18 *Sept* 1952). *It specifies that no waivers of age requirements will be granted in this program.*

(1) *There is no program open at present for the temporary appointment of POs or WOs to commissioned grade of ensign,* USN, *or above.*—ED.

Training as Airship Rigger

SIR: I am interested in getting duty with one of the Navy's lighter-than-air units. Could you give me some information on the airship rigger rate and on how to become a member of an airship crew?—B. W., AKAN, USN.

• *There is no general service rating of airship rigger. However, qualification in this specialty is reflected by the secondary NJC* 8273 (*airship rigger, maintenance*). *This designation results from in-service or formal training in airship maintenance.*

Currently a Class C school—Airship Training (Non-Pilot)—teaches LTA topics to aviation structural mechanics and designated strikers having NJCs 7212 *and* 7219.

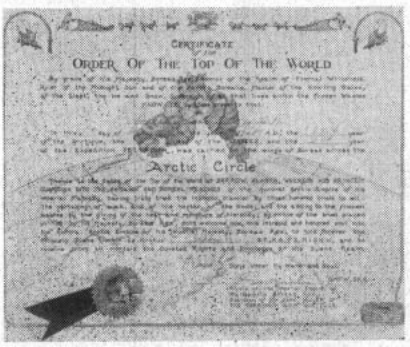
Assignment to duty in the airship organization is not limited to men trained as airship specialists, however. Commander Air Force, Atlantic Fleet, assigns men from other activities to LTA activities in the Atlantic Fleet. And BuPers assigns men to shore duty in LTA activities from the shore duty eligibility list.—ED.

Order of Top of the World

SIR: In the summer of 1951 I was aboard a ship participating in "Operation Bluejay" and was given the Polar Bear Certificate issued to men who have crossed the Arctic Circle. We were also designated members of the "Royal Order of the Blue Noses."

I would like to know if the men participating in this exercise are also eligible for the certificate of the "Order of the Top of the World" pictured in the November 1952 issue of ALL HANDS?—G. F. H., SK3, USN.

• *Since the Bureau of Naval Personnel does not issue or award these certificates, it is suggested that you contact the activity which originally issued the other certificates and present your question there. All these certificates are unofficial. In most cases they are prepared by crew members and authorized by the* CO *of the ship issuing the award.*—ED.

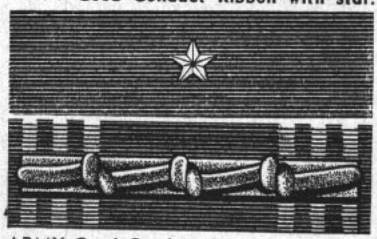


CERTIFICATE for 'Order of Top of the World' was awarded for Alaskan service and crossing Arctic Circle.

Good Conduct Medal with Star

SIR: A cartoon on page seven of *Discipline Sense* (NavPers 91785), illustrates an old salt showing off his numerous service ribbons. The old character says one of his medals is the Good Conduct Medal with "Palms." Can you tell me when the Palm was first issued as a subsequent award of the Good Conduct Medal, and when the Star was first used to replace the Palm?—C.R.W., MEC, USN.

NAVY Good Conduct Ribbon with star.



ARMY Good Conduct Ribbon with clasp.

• *The old salt of the cartoon is too loose with his talk. He should have said, "And that, kids, is Good Conduct with a Star." The Army uses a clasp with loops for subsequent awards on its Good Conduct Medal in lieu of a second medal. The Navy, however, has always authorized a bronze star to indicate a second and subsequent award.*—ED.

Pre-Commissioning Detail

SIR: I reported from shore duty to pre-commissioning detail duty and on board USS *Lake Champlain* (CVA 39), when commissioned. My question is whether or not the time before the commissioning date counts as sea duty for shore duty purposes.—E. R. C., PR1, USN.

• *When an enlisted man is transferred from a normal tour of shore duty to a precommissioning detail, duty served in the detail prior to commissioning, if in excess of three months, is counted as a continuation of shore duty for purposes of sea-shore rotation.*

Since you were attached to the pre-commissioning detail of Lake Champlain *for more than three months, your sea duty did not commence until the date the ship was commissioned,* 26 *Sept* 1952. *For a complete round-up of questions and answers on the Navy's sea-shore rotation policy, see* ALL HANDS, *February* 1953, *p.* 48.—ED.

Mangers in DDs

SIR: A couple of boatswain's mates and myself have been having an argument about the old four-stack, flush-deck destroyers. Did they or did they not have mangers?—W. S. A. BMC, USN.

• *No, they didn't. All* 1200- *ton DDs, the last of which was* USS Pruitt (*DD* 347), *commissioned in* 1920, *housed their anchors on billboards. With a billboard, they needed no manger plates. For that matter, present-day DDs don't have mangers either, even though they house their anchors in hawse pipes.*

The "manger," incidentally, is a weather deck area located on the forecastle of certain ships. Triangular in shape, the after end is the manger plate and its two sides are the ship's bulwarks at the bow. The manger plate (or board) is located just aft of the hawsepipes and prevents water that enters the bottom end from sloshing through and running along the main deck.

Present-day DDs use a "buckler" over the hawse pipe. This circular metal plate also serves to prevent water from sloshing through the hawse pipe.—ED.

Home Loans under G.I. Bills

SIR: As a veteran of World War II, I took full advantage of the home loan benefits under the G.I. Bill. In 1951 I was recalled to active duty and in March 1952 I sold my home. Although I have used my full G.I. loan privileges as a World War II veteran I would like to know if I am eligible for a new loan under the Korean G.I. Bill?—G. E. P., LT, USMCR.

• *The fact that you are no longer in possession of the home which you financed through your World War II G.I. loan is the determining factor in your situation and the one that makes you eligible for full benefits under the Veterans' Readjustment Assistance Act of* 1952 (*Korean G.I. Bill*) *as far as the G.I. loan guaranty is concerned. Persons, however, who used the full extent of their real-estate loan under the old G.I. Bill and still own the property purchased through that loan are not entitled to any of the loan privileges afforded by the new law.*—ED.

Exchanges Between Naval Districts

SIR: Can you tell me why BuPers does not approve requests for "swaps" between naval districts by men of the same rate? It seems to me that since there is no expense to the Government involved in shipping household goods and dependents, such requests would be welcomed as an economy. – C.C.P., ENC, USN.

• *Distribution of all enlisted personnel is governed by the needs of the service. BuPers carefully considers all requests for transfer in exchange and approval or disapproval is determined by the merits of each case. Certain requirements must be met prior to approval of such a request. Some of these requirements are that both men must have approximately the rotation to sea duty dates, same rating and pay grade, similar billets to exchange, the "swap" does not involve distant travel and the exchange is approved by both commanding officers.*

Whether or not a man agress to pay his own transportation between permanent duty stations has little to do with the final decision inasmuch as personnel transferred under such circumstances are entitled by law to reimbursement for travel. – ED.

Veteran *Brinkley Bass* Sustained Hits Twice in Korean Waters

SIR: In the November 1952 issue of ALL HANDS you write about USS *Thompson* (DMS 38) which sustained her second hit in Korean waters in the same area where she got her first hit. You also mention other U.S. ships that have been twice hit.

But no mention was made of our ship, USS *Brinkley Bass* (DD 887) which has not only been hit twice too but also got her second hit in the same area where she got her first one.

On 20 May 1951, *Brinkley Bass* was fired upon by coastal batteries and returned the fire. During the firing, *Bass* was hit on the starboard side beneath Mount No. 1, killing one crewman and injuring nine others.

On March 1952, during the ship's second tour in the Far East, in the same area (Wonsan), *Bass* suffered her second hit, this time amidships on the 01 level, 15 feet from the spot of the first hit. Luckily, no one was killed but six men were injured. Jean Anderson, MM3, USN, later had to have his leg amputated.

One other time, *Bass* had five batteries firing on her and sustained the attack without assistance. During the first two weeks *Bass* was in Wonsan harbor, she received counterbattery fire 14 times, not to mention 11 times during the first cruise.

Incidentally, the ship has also rendered assistance to others: *Bass* aided the cruiser USS *St. Paul* (CA 83) after an explosion occurred in one of the larger ship's turrets off Kojo; she has rescued several pilots forced down at sea; and took under tow *Apnok*, a ROK frigate, after the Korean ship collided with an ammunition ship.

And while I'm at it, our engineering department is pretty good too. Not a day was lost on either cruise due to mechanical difficulties.—J. F. L., SN, USN.

• *Our information from the Far East listed only* USS Helena (*CA* 75) *and* USS Osprey (*AMS* 28) *as the U.S. Navy ships which had sustained two hits during the Korean fighting. Herewith a straightening of the record.* Brinkley Bass, *which has earned two battle stars for actions off Korea, is now back on the West Coast.*—ED.

SDEL for Radiomen

SIR: In the Shore Duty Eligibility chart in the November issue of ALL HANDS, the radioman rating was omitted. Can you tell us the eligibility standing of radiomen for shore duty?—C.E.N., RM3, USN.

• *A typographical error, the "RM" rating was listed as "FM". There is, of course, no FM rating. In the event the November 1952 issue is not available, here's the RM standings as of 1 Sept 1952:*

The number of years continuous sea duty since last tour ashore — 2 RMC's with 14 or more years; 2 RMC's with from 12 to 14; 2 chiefs and 2 below CPO with from 10 to 12; 2 chiefs and 1 below with from 8 to 10; 3 CPO's and 4 below with from 6 to 8; with 6 years and less there are 11 chiefs and 415 below; total, 22 RMCs and 422 below chief on the SDEL. For a round-up on sea-shore rotation for enlisted personnel, see ALL HANDS, February 1953, p. 48. The same issue contains, on p. 52, procedures for requesting shore duty for hardship reasons.—ED.

MOP for Fleet Reservists?

SIR: I shipped over on 25 June 1947 and went into the Fleet Reserve on 19 Feb 1951. I was ordered to active duty and have three months left to complete two years duty. I would like to know if Fleet Reservists are entitled to Mustering Out Pay?—J.G.K., BMC, USN.

• *Certain persons discharged or released from active duty are excluded from benefits under the mustering-out pay law. Among them are Navymen who at time of discharge or release from active duty are transferred or returned to the retired list with retired pay, or to a status in which they receive retirement or retainer pay, except those retired or separated for physical disability.*—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS *Saginaw Bay* (CVE 82) — A reunion of all officers of VC-78 who served in *Saginaw Bay* during World War II is scheduled for 27 through 30 July 1953. Further information may be had by writing to Wells Norris, 458 Winnetka Ave., Winnetka, Ill.

• USS *Farquhar* (DE 139) — A reunion of the ship's company of USS *Farquhar* is scheduled to be held at the Hotel Edison, New York, N. Y., on Saturday, 16 May 1953. For further information, contact Thomas A. Miller, 6748 Sprague St., Philadelphia 19, Pa., or B. L. Hoffstot, Colchester, Conn.

• USS *Alabama* (BB 60) — There will be a reunion of all former "Bama" officers in the officers' club of the Philadelphia Navy Yard, Saturday, 21 Mar 1953. For information, write to LCDR Schafer, Manasquan, N. J.

• *Hospital Corps School Class of* 26-1950 — Members of this class interested in holding a reunion in June 1953 should write to A. Trude Smetana, HM3, USN, Medical Dispensary No. 307, USNTC Bainbridge, Md.

• USS *Sloat* (DE 245) — Former shipmates of USS *Sloat,* interested in a reunion, should contact T. Quinlan, 35-16 34th St., Long Island City 1, N. Y.

• USS *Cimmaron* (AO 22) — Officers and men who served in this ship during the period 1943-1946, and who are interested in a reunion to be held in 1953, please contact Robert Stankowski, 1025 Pittstin Ave., Scranton, Pa.

• *Officers Separation Center, Los Angeles* — A reunion is planned for 2 May 1953 for personnel formerly attached to the Officers Separation Center, Los Angeles, Calif. Those interested may contact LT Richard Curtis, Office of Naval Officer Procurement, Los Angeles, Calif.

• USS *Bronx* (APA 236) — Officers and men who served in this ship between 1945 and 1949 interested in a reunion, at a time and place to be decided write to Paul Whitten, 27 Main St., Potsdam, N. Y.

• USS *LST* 243 — Officers and men of this ship interested in a reunion during 1953, at a time and place to be decided by mutual consent, may write to Sid Sack, 32 Cleveland Ave., Hartford, Conn.

• *Naval Radio Station, Poyners Hill, N.C.* — Former personnel of this station interested in attending a spring reunion in Washington, D. C., please contact Robert Dussinger, 643 Tioga Ave., Kingston, Pa.

• USS *Hope* (AH 7) — All former members of this ship interested in a reunion to be held in the near future, with time and place still to be decided, please contact Raymond A. Mattson, 116-5 South Cowen St., Garrett, Ind.

• *PT Officers* — Former PT officers are laying initial plans for their Annual Spring, Peter Tare Inc., Reunion. The reunion will be held during the third week-end in April 1953. Members interested may write Box 1682, Grand Central Station, New York, N.Y.

• USS *Wasp* (CVA 18) — It is proposed to have a reunion of the men who served aboard this ship during 1944 and 1945, at a time and place to be decided by mutual consent. Those interested please contact Michael Martin, R.D. No. 1, Box 59, Belle Vernon, Pa.

Your Ships —

Jacks of All Jobs and Masters of Many

As you look over the silhouettes on the following pages, chances are you'll spot your own ship among them. You know from first-hand experience and from many a compartment "breeze shoot" what jobs your ship has to perform and how she does them.

But how about the thousands of other Navy ships and vessels? How much do you know about them? Why does the Navy have so many different types anyway? This section should help you find the answers.

In the first place, the Navy has so many types because it has so many different kinds of missions to carry out. Each ship, vessel or craft is "tailored" to fit specific jobs, usually several specific jobs per ship.

And every unit of the Navy afloat falls into one of three broad categories: Combatant, Auxiliary Vessel or Service Craft. Combatant ships, the heart of the Navy, can be sub-divided into warships, amphibious warfare vessels, mine warfare vessels, and patrol vessels.

Leading the combatant ships are aircraft carriers — the Navy's first line of attack. Aircraft carriers are unique among fighting ships in that their principal armament consists of airplanes rather than guns. Carrier aircraft do four main jobs: they act as scouts in locating the enemy; they attack enemy surface, land and air forces; they help protect our own forces against enemy air attack; and they spot and sink enemy subs in ASW operations.

Navys First Line of Attack

The largest of the carriers are the "Big Three" — the CVAs *Midway, Coral Sea* and *Franklin D. Roosevelt.* The designation "CVA" indicates "attack carrier." Until recently, the above three were CVBs (large aircraft carriers); about 20 smaller carriers, now also designated "CVA," were then "CVs."

Next largest in size, and largest in number of those in active service, are the 27,000-ton CVAs of the *Essex* class. Other types are small aircraft carrier (CVL) and escort aircraft carrier (CVE).

The big CVAs go in at 45,000 tons and are 986 feet in over-all length. Two more — *Forrestal* (CVA 59) and *Saratoga* (CVA 60) — are now being built. When completed they will displace 60,000 tons and be 1040 feet in over-all length and 252 feet in extreme beam.

Naval shipyards have recently been busy with conversions of some of the *Essex* class CVAs. Modernized *Essex's* have larger elevators, added aircraft stowage space, more powerful catapults and strengthened flight decks. Stronger flight decks enable these ships to better handle the latest jet fighters and hefty attack planes.

CVLs — small aircraft carriers — go up to 14,500 tons and 684 feet. They are designed for full-scale combat operations but a few are also used for training and experimental work. CVEs — escort aircraft carriers — came into service as a World War II expedient. Hulls of merchant ships then under construction were used for the first of this type. The "escort" in its designation comes from one of its missions, that of escorting merchant convoys. With their good cruising range and maneuverability, CVEs have a big role in ASW operations.

Original Ship of the Line

Next in line is the battleship, modern history's original "ship of the line." For heavy firepower, thick hide and all-round ruggedness you can't top a BB. The four largest — those of the 45,000 ton *Iowa* class — are now in active service. Eleven others are in the Reserve Fleet, six of them being *North Carolinas,* built in 1937-42.

Five of the 11 are older "1915-16" types and carry eight 16-inch rifles. All the others carry nine 16-inchers. New or old, the Navy's BBs are well built for their two main jobs: engaging and sinking any type of enemy ship by long-range gunfire and delivering heavy, continuous bombardment against enemy shore installations.

Cruisers are hard hitting, fast and long cruising. They are especially valuable for distant combatant patrols. Their accurate batteries, like those of BBs, provide excellent sea-borne artillery support for landing operations. Also, they are top rate aircraft carrier AA-screen ships.

Protective Screen

Other missions of cruisers include acting as units of a protective screen against enemy surface attacks, performing as surface-to-surface gun fighters, flagships of detached fleet units and leaders of destroyer attacks.

Cruisers are listed under five types. Largest, and the only member of its type, is the 27,000-ton USS *Guam* (CB 2). Officially *large cruiser Guam,* she mounts nine 12-inch rifles in three turrets.

Other cruisers fall into one of two general classes: "heavies" and "lights." Three of the active service, eight-inch-gun heavy cruisers (CAs) are listed at 17,000 tons while the other 12 active service heavies go at 14,000 tons. Two of the active service six-inch lights (CLs) go at 14,700 tons, the other two at 10,000 and 6000 tons.

Another heavy type is the CAG or guided missile heavy cruiser. Two are being converted from CAs: *Boston* and *Canberra.* When completed, the main armament of these ships will consist of guided missile launchers.

Under the lights are light cruiser (CL) and anti-aircraft light cruiser. Three CLs, *Worcester, Roanoke* and *Manchester,* are in active service but a large number are in reserve. The lone CLAA in active service is USS *Juneau,* a speedy, rakish 6000-tonner.

Tactical Command Ship

Most recent warship type is the "tactical command ship." Currently there are two of them. Ex-battle cruiser USS *Alaska,* a large tactical command ship (CBC), greatly resembles USS *Guam.* USS *Northampton,* a tactical command ship (CLC), is equal in size to the 17,000-ton *Des Moines* class heavy. Her main armament consists of anti-aircraft batteries rather than eight-inch guns.

Tactical command ships, both of the large and standard size, have plentiful living accomodations for flag officers and large staffs who use them as floating command headquarters. In addition, extensive communication equipment keeps naval units informed.

Cruisers and Destroyers

Following cruisers in size among the warships are the destroyers. Most numerous of Navy ships, the "tin cans" number in the hundreds. The basic destroyer, the DD, has missions of several kinds assigned it. To list a few: it serves as an antiaircraft defense ship, anti-submarine ship, shore bombardment ship, plane guard ship and surface-to-surface fighter. In a surface battle, a destroyer makes good use of its five-inch guns and its torpedoes.

Two variations on the DD design are the radar picket

destroyer (DDR) and the escort destroyer (DDE). DDRs came in during World War II when DDs were stationed far from the main body of task forces to give early warning of in-coming air strikes. DDRs have a radar-carrying tripod mast where torpedo tubes are usually located.

The DDE, instead of concentrating its attention on or above the surface, focuses its interest beneath the sea. Escort destroyers carry extensive submarine detection and destruction equipment. They can do most of the regular DD's jobs, except those calling for torpedo launching. There are no torpedo tubes on the DDE.

A post-World War II development in destroyers is the destroyer leader (DL). Currently four of the Navy's DLs are of the 3650-ton *Mitscher* class. A fifth, uss *Norfolk*, originally designed as a cruiser, displaces 5500 tons. DLs are long-range, high-speed ships which "take the lead" in anti-submarine operations.

Recently contracts were let for a new class of general purpose DDs. As yet unnamed, they will be smaller than the DLs, but larger than the tin can work horses of the *Allen M. Sumner-Gearing* classes. They will not be radical in design but will embody certain improvements in armament.

Perhaps the basic combat formation in naval warfare today is the "fast carrier task force." Such a task force makes use of many of the ships so far mentioned. In such a striking force, the aircraft carriers form the protected center of the group. Surrounding them in the first circle are the battleships; in the second circle, the cruisers; in the outermost circle, the destroyers.

Battlewagons and cruisers form a heavy antiaircraft screen. They also stand ready with their main batteries in the event of enemy surface attack. The out-riding DDs supply added AA fire, act as an anti-sub screen.

Undersea Navy

The Navy's submarines, like cruisers, destroyers and carriers, have lent themselves to variations in recent years. Thus we now have the guided missile submarine (SSG), anti-submarine submarine (SSK), radar picket submarine (SSR), target and training submarine (SST) and nuclear powered submarine (SSN). But the mainstay, and most numerous, of the submarine types is the SS, the standard "underwater ship of the line." Submariners term these "attack subs" and divide them into two classes: "fleet type" and "guppy-type."

Most of today's active-service fleet subs are of the *Gato-Balao* classes and displace about 1525 tons and measure about 310 feet. Latest of the SS types is the "fast attack" *Tang* class. These are snorkel-equipped boats which use diesel engines of a new type and feature increased surface and underwater speed in a stout (1600-ton, 262 feet) hull. Built after the *Gato-Balaos* and before the *Tangs* were 15 1570-ton boats of the *Tench* (SS 417) class.

The "guppy" type has a streamlined hull, larger engine and batteries and a snorkel. "Guppy," incidentally, means "greater underwater propulsive power." Many of today's guppies were converted from former fleet type submarines.

The SSRs and the SSGs are also conversions from fleet types. Also shown in silhouette is the still-building uss *Nautilus* (SSN 571), which will be the Navy's first nuclear-powered vessel.

Another major submarine type is the anti-submarine submarine (SSK). Seven of these "killer subs" also have been converted from fleet types. Three others, K-1, K-2 and K-3, were built from the bottom up as killers and are smaller (765 tons, 195 feet in length). SSKs are designed to search out enemy subs with their extensive detection gear and destroy them with torpedoes.

Amphibious Warfare Vessels

"To be prepared for the conduct of major landing operations in any portion of the globe," the Navy has its amphibious warfare vessels.

Landing troops and equipment on a hostile shore calls for many different types of vessels, each having the special characteristics called for by its assigned mission. Many designs evolved from lessons of World War II, a war that employed amphibious operations to an unprecedented degree.

Differing in size as well as design, these vessels include everything from 9375-ton dock landing ships (LSDs) to trim little control submarine chasers (PCCs) of 280 tons. Leaders of the amphibious warfare vessels are the "four A's". The AGC (amphibious force flagship) or "headquarters ship" carries the communications gear necessary for large-scale, combined operations. AKAs (attack cargo ships) and APAs (attack transports) are armed and designed both for defending and carrying. Last is the APD (high speed transport), a converted escort vessel designed for hit-and-run landing operations.

Three of the 20 amphib types have the primary job of charging shoreward and discharging troops and equipment on dry land. Infantry landing ship (large) (LSIL), medium landing ship (LSM) and tank landing ship (LST) are their names. A fourth landing ship is the LSV (vehicle landing ship) whose ramp is at the stern. The dock landing ship (LSD) remains offshore, discharging its bevy of landing craft from its drydock-like well.

Serving as traffic cops are three types of amphibs which control offshore small craft movements and operations. All are converted from other vessels. By size they are: control escort vessel (DEC) – an ex-escort vessel; control escort (180′) or (PCEC) – an ex-escort; control sub chaser (173′) or (PCC) – an ex-sub chaser.

Two submarine types also come under the listing of amphibs: cargo submarine (ASSA) and transport submarine (ASSP). The latter carries reconnaisance troops and UDT teams.

Three types are "mighty mites" whose job it is to get in close to the beach and send destructive firepower shoreward. These are: inshore fire support ship (IFS), flotilla flagship landing ship (LSFF) and medium landing ship, rocket (LSMR).

Mine Warfare Vessels

Mine warfare vessels are the third major classification of combatant ships. These vessels may be listed as layers and sweepers. Layers include the CM (mine layer), auxiliary mine layer (ACM) and light mine layer (DM). The last-named are converted 2250-ton destroyers designed to move in fast, dump their lethal load and scurry. CMs include uss *Terror*, a 454-foot, 5875-tonner and a few others converted from coastal mine layers (CMCs). The Navy's ACMs were taken over from the Army, which called them "motor mine planters."

Largest and fastest of the sweepers is the high speed mine sweeper (DMS), a conversion from the 1650-ton

(Continued on page 36)

TYPES OF SHIPS IT TAKE

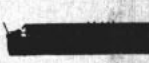
COMBATANT

Silhouettes shown are near approximations only and details are not accurate in all cases.

WA

AIRCRAFT CARRIERS

CVA Attack Aircraft Carrier



CVE E

BATTLESHIPS

BB Battleship

CRUISERS

CA Heavy Cruiser

CRUISERS

CL Light Cruiser

‡

CLAA Anti

COMMAND SHIPS

‡*

CBC Large Tactical Command Ship

DESTROYERS

DD Destroyer

DDE Escort Destroyer

SUBMARINES

SS Submarine

SSG Guided Missile Submarine

SSK Anti-Submarine Submari

AMPHIBIOUS

AGC Amphibious Force Flagship

AKA Attack Cargo Ship

APA Attack Transport

AP

‡

LSFF Flotilla Flagship Landing Ship

LSIL Infantry Landing Ship (Large)

LSSL Support Landing Ship (Large) Mk. III

LSD Dock Landin

173'

PCC Control Submarine Chaser

PCEC Control Escort

MINE WA

ACM Auxiliary Mine Layer

AM Mine Sweeper

‡

AMC Coastal Mine Sweeper

AMCU Mine Hunter

AMS Motor Mine Sweepe

PATR

DE Escort Vessel

DER Radar Picket Escort Vessel

173'

PC Submarine Chaser

PCE Escort

PCER Rescue Escort

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TO RUN A MODERN NAVY

‡ *Accurate silhouette not shown*
* *In construction*

r security reasons no attempt has been made to establish an accurate relative scale of ship sizes.

SHIPS

ort Aircraft Carrier

CVL Small Aircraft Carrier

CAG Guided Missile Heavy Cruiser

CB Large Cruiser

rcraft Light Cruiser

CLG Guided Missile Light Cruiser

CLC Tactical Command Ship

DDR Radar Picket Destroyer

DL Destroyer Leader

SSN Nuclear Power Submarine

SSR Radar Picket Submarine

SST Target and Training Submarine

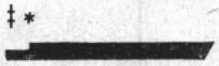
WARFARE VESSELS

High Speed Transport

ASSA Cargo Submarine

ASSP Transport Submarine

DEC Control Escort Vessel



IFS Inshore Fire Support Ship

hip

LSM Medium Landing Ship

LSMR Medium Landing Ship (Rocket)

LST Tank Landing Ship

LSV Vehicle Landing Ship

136′

PCSC Control Submarine Chaser

110′

SCC Control Submarine Chaser

ARE VESSELS

CM Mine Layer

CMC Coastal Mine Layer

DM Light Mine Layer

DMS High Speed Mine Sweeper

VESSELS

136′

CS Submarine Chaser

PF Frigate

PGM Motor Gunboat

PR River Gunboat

PY Yacht

110′

SC Submarine Chaser

(*continued*)

TYPES OF SHIPS IT TAKES

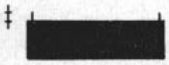
Silhouettes shown are near approximations only and details are not accurate in all cases.

AUXILIARY VESSELS

AD Destroyer Tender

ADG Degaussing Vessel

AE Ammunition Ship



AFDL Small Auxiliary Floating Dry Dock

AFDM Medium Auxiliary Floating Dry Dock

AG Miscellaneous

AG(SS) Auxiliary Submarine

AH Hospital Ship

AK Cargo Ship

AKV Cargo Ship and Aircraft Ferry

AN Net Laying Ship

AO Oiler

AOG Gasoline Tanker

APC Small Coastal Transport

AR Repair Ship

ARB Battle Damage Repair Ship

ARH Heavy-hull Repair Ship

ARL Landing Craft Repair Ship

ARS Salvage Vessel

ARSD Salvage Lifting Vesse

AS Submarine Tender

ASR Submarine Rescue Vessel

ATA Auxiliary Ocean Tug

ATF Fleet Ocean Tug

AVP Small Seaplane Tender

AVS Aviation Supply Ship

SERVICE CRAFT

Silhouettes not shown

- AB Crane Ship
- APL Barracks Ship (non-self-propelled)
- AVC Large Catapult Lighter
- LCU Utility Landing Craft
- MSB Mine Sweeping Boat
- PT Motor Torpedo Boat
- PYC Coastal Yacht
- X Submersible Craft
- XMAP Sweeper Device
- YAG Miscellaneous Auxiliary
- YC Open Lighter
- YCF Car Float
- YCK Open Cargo Lighter
- YCV Aircraft Transportation Lighter
- YD Floating Derrick
- YDT Diving Tender
- YF Covered Lighter (self-propelled)
- YFB Ferryboat or Launch
- YFD Floating Dry Dock
- YFN Covered Lighter (non-self-propelled)
- YFNB Large Covered Lighter
- YFND Covered Lighter (for use with dry docks)
- YFNG Covered Lighter (special purpose)
- YFNX Lighter (special purpose)
- YFP Floating Power Barge
- YFR Refrigerated Covered Lighter (self-propelled)
- YFRN Refrigerated Covered Lighter (non-self-propelled)
- YFT Torpedo Transportation Lighter

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TO RUN A MODERN NAVY (continued)

For security reasons no attempt has been made to establish an accurate relative scale of ship sizes.

‡ *Accurate silhouette not shown*

* *In construction*

AF Store Ship

AFDB Large Auxiliary Floating Dry Dock

AGB Icebreaker

AGP Motor Torpedo Boat Tender

AGS Surveying Ship

AGSC Coastal Surveying Ship

AKL Light Cargo Ship

AKN Net Cargo Ship

AKS General Stores Issue Ship

AOR Replenishment Fleet Tanker

AP Transport

APB Self-propelled Barracks Ship

ARC Cable Repairing or Laying Ship

ARD Floating Dry Dock

ARG Internal Combustion Engine Repair Ship

ARST Salvage Craft Tender

ARV Aircraft Repair Ship

ARVA Aircraft Repair Ship (Aircraft)

ARVE Aircraft Repair Ship (Engine)

ATR Rescue Ocean Tug

AV Seaplane Tender

AVM Guided Missile Ship

AW Distilling Ship

IX Unclassified Miscellaneous

- YG Garbage Lighter (self-propelled)
- YGN Garbage Lighter (non-self-propelled)
- YHB House Boat
- YM Dredge
- YMP Motor Mine Planter
- YMS Auxiliary Motor Mine Sweeper
- YNG Gate Vessel
- YO Fuel Oil Barge (self-propelled)
- YOG Gasoline Barge (self-propelled)
- YOGN Gasoline Barge (non-self-propelled)
- YON Fuel Oil Barge (non-self-propelled)
- YOS Oil Storage Barge
- YP Patrol Vessel
- YPD Floating Pile Driver
- YPK Pontoon Stowage Barge
- YR Floating Workshop
- YRB Submarine Repair and Berthing Barge
- YRDH Floating Dry Dock Workshop (Hull)
- YRDM Floating Dry Dock Workshop (Mach)
- YRL Covered Lighter (Repair)
- YSD Seaplane Wrecking Derrick
- YSR Sludge Removal Barge
- YTB Large Harbor Tug
- YTL Small Harbor Tug
- YTM Medium Harbor Tug
- YTT Torpedo Testing Barge
- YVC Catapult Lighter
- YW Water Barge (self-propelled)
- YWN Water Barge (non-self-propelled)

Jacks of All Jobs

(Continued from page 31)

destroyer. With more than 50 in service, the 136-foot motor mine sweeper (AMS) is the most numerous of active duty mine vessels. The 185 and 221-foot mine sweepers (AMs) follow AMSs in numbers.

The latest type of mine warfare vessel is the mine hunter (AMCU). These were not built as AMCUs, but were converted from AMSs and infantry landing ships.

Patrol Vessels

Patrol vessels form the final category of combatant ship. In general, patrol vessels do not operate as much on the high seas as they do near harbor entrance areas and in restricted waters where enemy submarines are likely to concentrate.

Leading ship of the patrol vessels is the *escort vessel* (DE). Formerly "destroyer escort," these ships were once listed with destroyer types and even now operate with the Atlantic and Pacific fleet destroyer forces. DEs are listed at around 1400 tons (standard) and at 306 feet. Typical of patrol vessels, they were originally built to take some of the ASW burden off DDs during World War II. Many DEs, equipped with extra radar, are radar picket destroyer escorts (DERs).

The first three ships of a new class of DE are now under construction. Starting with DE 1006 (class unnamed as yet), they are designed specifically for fast convoy work and will be fashioned in such a manner that in the event of a rapid speed-up in production, similar DEs could be constructed rapidly.

"Submarine chaser," a name long connected with patrol craft, is now carried by the steel-hulled submarine chaser (173'), the PC and the wooden-hulled submarine chaser (136'), the PCS. Somewhat larger than the chasers are the escort (180'), the PCE, and the rescue escort (180'), the PCER.

A few PCEs serve as ocean weather ships. The PCER, a conversion, has the special mission of moving into shallow waters and rescuing downed airmen (the "R" here means rescue). Another PC conversion is the PGM (motor gunboat), a vessel concentrating on close-in fire support rather than sub-hunting.

The final active-service type among patrol vessels is the frigate (PF). Several of these 1100-ton, 304-foot vessels are in the service of friendly nations.

This brings us to the second major category of naval vessels – the auxiliaries. Auxiliaries, for the most part, have the job of support.

Fifty Types of Auxiliaries

There are 50 types of auxiliary vessels, an indication of their variety of tasks. Generally speaking, auxiliaries may be broken down into four convenient classifications: "tender-repair ships," "replenishers," "servicers" and "lone operators."

In size, auxiliaries range from the 38,500-ton, 927-foot large auxiliary floating dry dock (AFDB) to the 560-ton, 163-foot net laying ship (AN). There are also two "catch all" classifications: "miscellaneous (AG)" and "unclassified miscellaneous (IX)." AGs include special designs in ex-DDs, ex-LSTs and even an ex-BB, USS *Mississippi*. IXs are even more varied. Here you have the frigates *Constitution* and *Constellation*, an ex-ocean going tug and several sailing craft such as those used at the Naval Academy.

Among the tenders you have the destroyer tender (AD), submarine tender (AS), seaplane tender (AV), small seaplane tender (AVP) and salvage craft tender (ARST). Repair ships include the repair ship (AR), battle damage repair ship (ARB), internal combustion engine repair ship (ARG), heavy hull repair ship (ARH), landing craft repair ship (ARL) and aircraft repair ship (ARV).

Two variations of the ARV are the ARVA and ARVE. The first is an aircraft repair ship (aircraft); the latter, an aircraft repair ship (engine).

"Replenishers" carry personnel, fuel, stores and material of all sorts. Those carrying personnel are the transport (AP), the small coastal transport (APC) and – to a certain degree – the self-propelled barracks ship (ARB).

Other "replenishers" are the ammunition ship (AE), store ship (AF), auxiliary submarine (AGSS), cargo ship (AK), light cargo ship (AKL), net cargo ship (AKN), general stores issue ship (AKS), cargo ship and aircraft ferry (AKV), oiler (AO), gasoline tanker (AOG), replenishment fleet tanker (AOR), aviation supply ship (AVS) and distilling ship (AW). The "W" here means water.

As with the other auxiliaries, the "servicers'" missions are implied in their names. They start with floating dry dock (ARB) and include three variations of floating dry dock: large auxiliary (AFDB), medium auxiliary (AFDM) and small auxiliary (AFDL). Included are the tugs: auxiliary ocean tug (ATA), fleet ocean tug (ATF) and rescue ocean tug (ATR). Finally there is the salvage vessel (ARS) and salvage lifting vessel (ARSD).

The "lone operators" are made up of ships like the ice breaker (AGB), surveying ship (AGS), coastal surveying ship (AGSC), net laying ship (AN) and cable laying repairing or laying ship (ARC). Unique among auxiliaries is the un-armed hospital ship (AH) which flies the Red Cross flag.

Service Craft

The third major category of naval vessels is service craft. Here are the yard, harbor and district craft, the indispensable odd-job vessels. Without these, the Navy's combatant and auxiliary vessels would soon be immobilized. Also listed among service craft are a few small-ship types such as mine sweeping boats (MSBs), motor torpeod boats (PTs) and motor mine planters (YMPs) – vessels which do not logically fit into any other classification.

Almost all service craft carry "Y" (for yard) in their designation. Nearly 50 types of craft are in this category, including 12 kinds of barges (i.e., fuel, water, electric power), 16 kinds of lighters (i.e., cargo, garbage, special purpose) and three types of harbor tug (big, medium and little). Rounding out the list are such divergent types as ferry boats, house boats, gate vessels and dredges.

In general, combatant ships and auxiliary vessels are commissioned units under the responsibility of commanding officers. Service craft are usually "in service" vessels that fly no commission pennant and are under the "command" of an officer-in-charge who may be a commissioned officer, warrant officer or petty officer.

As you have seen on these pages, the Navy has many different kinds of ships moving around on the sea. Each of them – yours included – has an important job to do. Taken together, these ships give your Navy the greatest seaborne striking force in the world today.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

New EDD Tests Theories

When the Navy's newest combatant ship—USS *Timmerman* (EDD 828)—went into commission its crew found itself serving in an exceptional ship. She is unique in the following ways, to mention a few:

- Designated "EDD" (experimental destroyer), she is the first of her kind to be built and to go into commission as such. (She joins ex-DDs *Witek* and *Sarsfield*, now both EDDs.)
- Key men of her engineering department were specially selected.
- Her steam and electrical machinery are unlike those of any other ship.

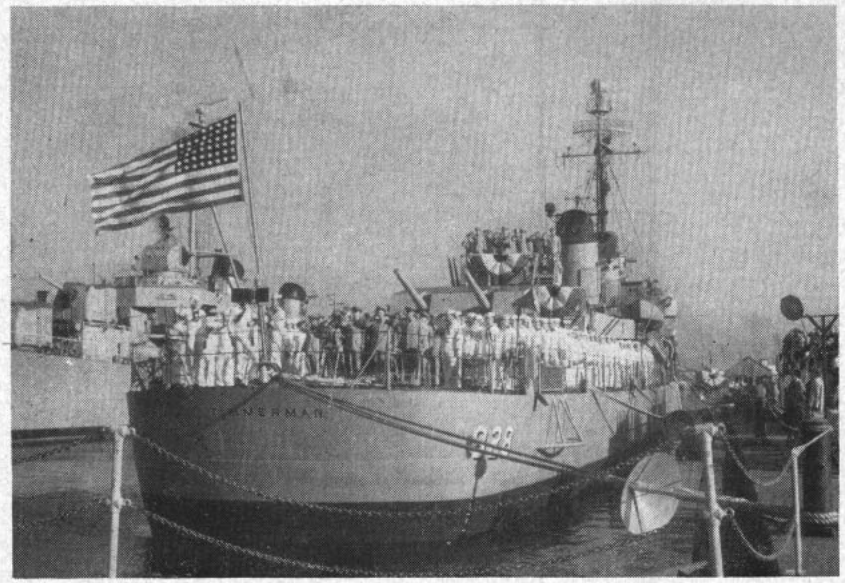
Timmerman's steam plant utilizes increased steam pressures and higher steam temperatures, meaning greater power in a smaller package. The voltage and frequency of her electrical plant are much higher than those of existing destroyer systems.

Needless to say, *Timmerman's* horsepower is considerably greater than that of other destroyers of the same general type. Also, the rotation speed of her many machinery components is greater. A final feature of her power plant is the extensive use of lightweight materials in place of heavier weight conventional materials. Because of this, her power plant tops all other DDs on a horsepower for tonnage basis.

The use of these lightweight materials is not merely to reduce her weight. In high-speed naval vessel design, weight reduction is a major problem. The less a ship's weight the greater its speed, all other things being equal. Other considerations are, weight and space saved in a power plant can mean more armor and ordnance, higher speed or greater fuel capacity. The last factor can mean increased cruising range.

For many years, U.S. Navy vessels have demonstrated ability to cruise and fight at great distances form their bases. To extend this advantage even further is the objective behind the construction of the new ship.

Actually, *Timmerman* was constructed not primarily for fleet operations but for stepping up the speed of ships. Incidentally, the ship is air conditioned in her living and messing spaces. This makes her also the first DD to be air conditioned to this extent.



USS *TIMMERMAN* (EDD 828), at commissioning ceremonies held at Boston Naval Shipyard. The destroyer serves as an experimental vessel for Navy.

A quick glance at *Timmerman* reveals the outline of a standard DD of the *Gearing* (long-hulled, 2250-ton) class. A closer look, however, shows that she mounts no torpedo tubes, that her two forward five-inch mounts are set back somewhat from the normal position and that her bow is built higher above the water, giving her increased sheer forward.

The high bow gives the ship better sea-keeping qualities. Her main features, of course, are below decks.

The Navy does not anticipate that the design advances made in connection with the "Throbbin' T" will prove totally acceptable for all destroyers. *Timmerman* is not meant to be a "prototype." Exact "look-alike" sister ships will never be built. Her value to the Navy will lie in lessons to be learned from weight-reducing, speed-increasing trials to be conducted aboard. More than 50 different experiments are already scheduled.

The new-type ship needed men with more than ordinary ability in the engineering science. As a result, steps were taken to insure that the key petty officers of her engineering department would be top-drawer men. In preparation to handle the new equipment some of them reported to the Navy's Boiler and Turbine Laboratory at Philadelphia, Pa. Here, before going aboard their new ship at Boston, Mass., they studied the advanced equipment they would soon be operating.—W. J. Miller, QMC, USN.

YESTERDAY'S NAVY

An Act of Congress established the Navy Department, 30 Apr 1798. U.S. naval forces were first mobilized for World War I duty, 1 Apr 1917. Detachment of DDs sailed from Boston for overseas service, 24 Apr.

APRIL 1953

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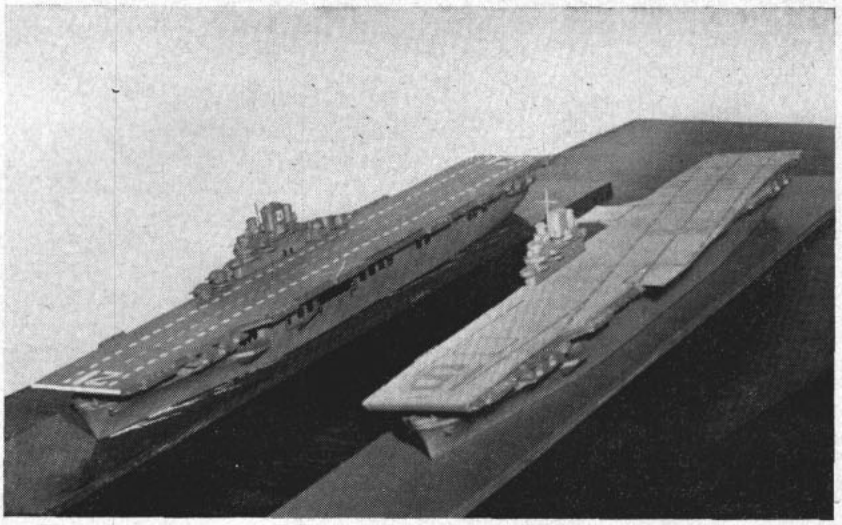


'BEFORE AND AFTER'—Model of USS *Hancock* (CVA 19) (right), with angled flight deck, is shown alongside *Essex*-class carrier, USS *Boxer* (CVA 21).

New Angle in Flight Decks

Shipyard workers engaged in the flight deck conversion of USS *Antietam* (CVA 36) can throw away their T-squares. A flight deck that angles some eight to 10 degrees to port from the normal fore-and-aft line will be a feature in the conversion of this *Essex* class carrier at the New York Naval Shipyard.

The plan is to extend the edge of the carrier's deck on the starboard side at the stern and on the port side near the bow. This angled landing area will have the same length as the conventional fore-and-aft landing area. The arresting gear will be oriented at right angles to the center line of the angled deck, rather than along the center line of the fore and aft deck.

Safety is the chief reason for this unique design. As jet planes increase in size, the ship's island superstructure on the starboard side presents an increasing hazard. Planes landing on the angled deck will clear the island by a greater margin.

In the past, landing aircraft have occasionally failed of normal arrestment by the flight deck barriers. They have bounced over or roared through the barriers, plowing into parked aircraft at the bow and causing fire and damage. Under the planned arrangement, with no aircraft parked forward on his "landing strip," the pilot who overshoots his mark will not have to worry about crashing into planes.

Under current landing procedures the landing signal officer has full authority to tell the pilot to cut his engine and land. After the "cut" the pilot is committed to land on the deck and must not attempt a take off thereafter. Consequently, if the plane misses the wires, its weight carries it into the barriers. With the new deck, the pilot can make a "power on" landing under the LSO's direction. Should his airplane fail to engage a wire, the pilot simply takes off again for a second try.

If the plane's hook should be inoperative due to combat or mechanical reasons, a barricade will be erected which will wrap around the airplane's wings and bring it to a stop.

The angled deck concept, in addition to giving a greater margin of safety, will provide greater deck space for landing aircraft and will facilitate flight-deck handling of aircraft.

If the modification to *Antietam* proves a success, a future change may be the switching of the elevator to the starboard from the port side. The angled deck may also be incorporated in the design of the USS *Forrestal* (CVA 59).

Rear Admiral T. S. Combs, USN, Chief of the Bureau of Aeronautics, has estimated that installing the angled deck on *Antietam* will cost about $1,000,000. The angled deck accounts for a savings over the standard *Essex* conversions since fewer arresting wires with their expensive engines are needed.

British naval aviation authorities are credited with originating the angled-deck concept. Royal Navy carrier pilots made "touch-and-go" landings guided by lines painted on the bias on the deck.

Later, similar experiments were carried out on board USS *Midway* (CVA 41). When *Antietam's* conversion is completed early this year, British pilots will be given a chance to take a crack at her.

Comfort and Speed

Crewmen of the aircraft carrier USS *Philippine Sea* (CVA 47) are proud of their ship's recreation room — one of the finest and most homelike afloat.

The modern recreation room is approximately 60 by 36 feet. The deck is a two-tone green-and-black tile and the bulkheads are painted green.

The durable leatherette furniture is designed for comfort, and the room boasts of numerous writing tables, a piano, radio and television set.

Philippine Sea has something else to brag about — the ship holds the Pacific crossing record, recently breaking the mark set by USS *Boxer* (CVA 21) by five and one half hours.

Philippine Sea made the run from Yokosuka, Japan, to San Francisco in seven days and 13 hours — an average of 25.2 knots per hour.—James W. Braby, JOSN, USN.

Hamburger-Hungry 'Copter

Navy helicopters have a reputation for turning up in the strangest places but when one lands at a drive-in restaurant there has to be an explanation.

In the case of Navy Chief Warren J. Henderson, it was a cold front and poor visibility. These adverse conditions forced him to land his whirly-bird at a hamburger stand near Birmingham, Ala.

Henderson was ferrying a helicopter from Norfolk, Va., to Memphis, Tenn., when the bad weather loomed in front of him. He picked the first spot with room enough to land his aircraft — the aforementioned drive-in!

The drive-in manager, who had been gazing at the road but hadn't seen any car drive up, was surprised when Henderson walked in.

A little skeptical at first about his sudden visitor, the manager was finally convinced that everything was all right, when he looked out of the window and saw the helicopter.

Expedition Shellback

A cruise conducted by a California university under the sponsorship of the U. S. Navy has turned up valuable information concerning a relatively unknown region of the Pacific.

The expedition, sponsored by the Office of Naval Research and the Bureau of Ships, was called "Expedition Shellback". It enabled a research vessel of the Scripps Institution of Oceanography of the University of California to cruise 14,000 miles in the Pacific south of San Diego and west of Peru. Ports of call were made in Mexico, Costa Rica, Ecuador, Peru and the Galapagos Islands.

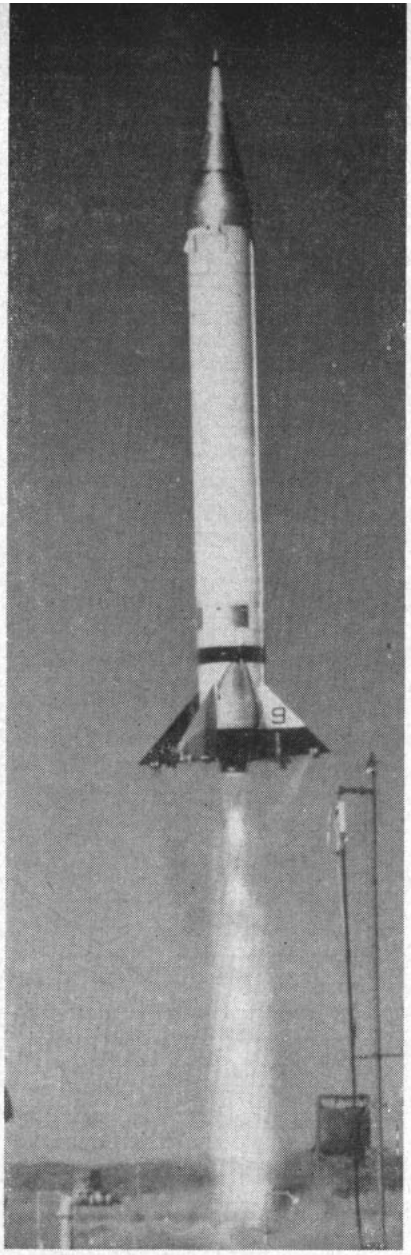
Measuring the equatorial currents was the chief objective of the explorers. The region covered by the expedition is the starting point for both the Northern and Southern Equatorial Currents and the terminal region of the eastward journey of the 4000-mile-long Equatorial Counter Current. To record the variations of these currents, a modern electronic instrument was used to measure the electrical voltage that develops in moving ocean water.

Several other studies were also made. For example, hundreds of observations of temperature, salinity and oxygen content of the ocean were made and numerous samples were taken of the animal and plant life from the surface down to depths of 1600 fathoms.

In addition continuous bottom soundings were recorded during the expedition which turned up several striking features of the ocean floor—the most outstanding one being the discovery of a new seamount (mountain under the sea) rising over 2000 fathoms from the ocean floor to within 268 fathoms of the surface.

The explorers used a specially designed deep-water trawl to capture small lantern fish, hatchet fish and eel larvae in water of low oxygen content, thereby demonstrating that life can and does exist in waters where little oxygen is available. Further research is under way to explain the ability of these fish to exist under such adverse conditions.

Now that the expedition has returned with its data books crammed with new information, the Scripps Oceanographers are busy piecing together a clearer picture of the biology, the current structure, the chemical nature and the geological formations in the Equatorial Pacific.



SWOOSH! Navy's *Viking* high-altitude research rocket takes off. At one point, it reached 3900 mph.

Viking Equals Early Record

The altitude record for single-stage rockets was equalled recently when the Naval Research Laboratory's big *Viking* 9 rocket soared to a height of 135 miles above the White Sands Proving Grounds at Las Cruces, N.M.

At the point of its trajectory when its fuel supply of liquid oxygen and ethyl alcohol was exhaused, the 7½-ton, 42-foot-long upper atmosphere missile was travelling at a speed of 3900 mph, observers reported.

The *Viking* 7 established the altitude record for single-stage rockets when it was fired at White Sands in 1951. The Army's *Wac Corporal*, which has soared to a height of 250 miles, was not a single-stage missile, but rather the second stage of a two-stage rocket which took off from a German V-2.

The *Viking* 9 carried upper-air research instruments designed to measure sunlight in various X-ray and ultraviolet regions. Specially prepared photographic emulsions were located in the nose of the rocket to detect cosmic radiation.

In order to recover these sensitive instruments and plates, the nose section of the *Viking* 9 was blown off by explosives detonated by radio signals from the ground.

Most of the scientific information obtained from the firing, however, was sent back during the flight to a ground radio station by means of a radio telemetering system.

By means of this system, in which 30 channels are utilized to send radio signals continuously and automatically to the ground, it is possible to receive information from recording instruments on "flight characteristics," "rocket motor performance," "missile aspect" and "conditions in the upper atmosphere."

Wives Learn Pilots' Shop Talk

Does your "shop talk" confuse your wife? Do you use a lot of terms that sound like gobbledegook to her? If so, tell her about the wives of Marine jet pilots at Cherry Point, N. C.

The ladies were confused by such terms as "mock", "Banjo" and "pickle it off." Realizing that the *Banshee* travels at near the speed of sound, and hearing their husbands talk in unfamiliar and often awesome-sounding terms, the wives frequently spent anxious hours worrying about their pilot-husbands when their assigned missions kept them in the air longer than originally scheduled.

A tour of inspection of VMJ-2 served to indoctrinate the women in the pilots' dialect. They began at the "molehole" (darkroom) and ended with the "Banjo" (F2H photo-jet). Along the way they learned that "mock" signifies the speed of sound and "pickle it off" means snapping individual pictures from the planes.

Actually the plane and equipment contain so many safety features that flying it is safer, according to statistics, than driving the family automobile. The wives now understand this, as well as the meaning of most of the "trade terms" used in every-day discussion.

'ROTARY WING ANGELS'—the Navy's first helicopter exhibition team—takes to air for precision aerobatic maneuvers at NAS Pensacola, Fla.

'Rotary Wing Angels' Follow Footsteps of 'Blue Angels'

The Navy's first helicopter exhibition team, the "Rotary Wing Angels," made its debut at a recent air show at Detroit, Mich.

The new team of skilled 'copter pilots takes its place as a naval aerobatics unit beside the famed "Blue Angels," a jet team of four F9F *Panther* pilots. The Blue Angels were reorganized in late 1951.

During the International Aviation Exposition at Detroit, the Rotary Wing Angels flew intricate close formations to the tune of music broadcast from the exposition field. This team of HTL-5 helicopters, composed of Navy 'copter instructors, is now a permanent exhibition unit and will represent naval aviation at various aviation functions throughout the nation.

The Blue Angels were originally organized in 1946 at the Navy's Advanced Air Training Headquarters, NAS Jacksonville, Fla., and consisted of instructors from the training command flying F6F *Hellcats*.

The purpose of the fast flying Panther teams is to demonstrate to Naval Aviation Cadets the type of precision flying skill they should expect to attain as naval aviators. The Blue Angels are also called upon to exhibit their skill at civil air shows across the country. The job in this assignment is to acquaint the public with tactical use of naval aircraft, the maneuverability of carrier-based planes and the teamwork required of naval aviators, as well as to interest young men in naval aviation.

CAGs Get Air Support Training

When the students can't come to the classroom, there's only one thing to do—take the classroom to the students.

That's what the Air Support School of the Naval Amphibious Training Unit, an element of the Amphibious Training Command, has done in its training of pilots in close air support operations.

A major portion of the school's training staff travels daily from the U. S. Naval Amphibious Base, Little Creek, Va., to the Oceana Naval Air Station (located about 10 miles east of Norfolk) to make instruction available to pilots of Carrier Air Groups in the area.

As a result, the pilots are able to continue their regular flights during half the day while receiving a half day's instruction in air support. At the first session last October, classes were attended by 62 pilots from Carrier Air Group Eight and 36 pilots from Carrier Air Group Six.

Although this type of "on the job" training is not new and was utilized to a great extent during World War II, it is the first time such a project has been undertaken by the Air Support School. The program is designed to be continuous in nature.

The classes are composed of a cross section of pilots who fly jets, conventional fighters and attack-aircraft.

Each of the three classes of pilots receives the full lecture course, including two days of field problems using aircraft from their own squadrons. Special emphasis is placed on ground control of aircraft by the students who are not flying. The following day the pilots who had been flying the field problems change places with those who had been on the ground – thereby enabling all involved to appreciate both phases of successful close air support.

Cost-Conscious Totem Pole

An Alaska-style totem pole may seem out of place in Hawaii, but there's one at Barber's Point, Oahu, that serves a good purpose. Occupying a conspicuous spot in the office of Commander Fleet Air, Hawaii, it plays a role in Fleet Air's cost-consciousness program.

From its top to its grotesque bottom it contains boxes which show the relative standings of the various attached air squadrons. To stay near the top, squadron commanders must maintain a penny-pinching conservative program.

Squadrons earn points on a 12-point scoring sheet. Points are earned for conservation ideas and activities such as suggestions and training programs, poster displays, and each case of conservation involving a saving of $500 or more.

The program has two objectives. The first is to make the best use of available material, manpower and equipment. The second is to maintain a spirit of cost-consciousness.

Here are some of the ways the program is paying off. A yeoman first class developed a system that reduced the consumption of his squadron's office supplies by 40 per cent. The fleet photo lab reduced the number of photographic prints by 46,000 in a three-month period. A target drone unit built a recovery barge from salvaged material.

A patrol squadron commander suggested that his activity be removed from the mailing list of radio facility charts for which the squadron had no need. This last suggestion has been adopted throughout the command and is resulting in a continuing material savings.

Lairds Do It Again

The tenth member of a Mississippi family to enlist in the Armed Services has donned the uniform of the WAVES at U. S. Naval Training Center, Bainbridge, Md.

Grace E. Laird, the "baby" of the family and latest member of the Lairds to enlist, joined the WAVES on the same day that her sister, Elizabeth, completed her basic recruit training, also at Bainbridge. Elizabeth is staying at Bainbridge to attend the Hospital Corps school so the two sisters will be together for awhile.

Parents of the two WAVES enthusiastically endorsed their enlistment which followed a family tradition. Eight out of the ten Lairds have served in the Navy. They are:

- Henry, who has been in the Navy 12 years, is a chief boatswain's mate, stationed at the Naval Operating Base in Norfolk, Va.
- Kenneth, also a 12-year Navyman, is a first class gunner's mate now at Elizabeth City, N. C.
- Herschel, a first class boatswain's mate, is at Treasure Island, San Francisco, Calif.
- John, the youngest brother, recently received his discharge from the Navy, as a second class machinist's mate.
- Brothers Hugh and Cecil Jr., both served in the Navy during World War II.
- James, another brother, enlisted in the Air Force. Now a Captain, he's stationed at the Del Rio Air Force Base, Texas.
- There are two other sisters. Ann was a private in the WAC during World War II. Linda, the eldest girl, is the only one in the family who has had no military service – but the fellow she married is a former chief machinist's mate in the Coast Guard.

Allied CPO Club

Latest thing in enlisted men's clubs is an allied club, sponsored by the U.S. Navy, for top enlisted pay graders stationed in Naples, Italy.

Admiral Robert B. Carney, Commander-in-Chief of Allied Forces Southern Europe, joined 250 chief petty officers, master sergeants and others of equivalent rank, in celebrating the club's recent opening. "Pay grade 7-ers" from visiting Sixth Fleet units are welcome to the club when their ships pull into port.

The new club services members of the six nations attached to NATO's Allied Southern European headquarters and personnel of the U.S. commands in Naples.

Featuring dancing three nights weekly, the club also offers dinner, record music and bingo. More activities, including billiards and shuffleboard, are being planned.

Retiring Chief Spent Good Part of His Naval Career on Ocean's Bottom

A Navy chief torpedoman who spent a good part of his Navy career wearing a diving uniform has retired from the service. John E. Hewitt, TMTC, USN, had his farewell parade, appropriately enough, at the station where he received his first diving training, and which was his last duty station, Newport, R. I.

Hewitt's first connection with below-surface work came in 1925, three years after he joined the Navy at New York. Completing his diving instruction at the Newport, R. I., torpedoman's school, he was assigned duty in destroyers, doing shallow-water work off the East Coast.

Four years later, at the Washington, D. C. deep sea diver's school, he qualified for both first and second class diver. The late '20s and early '30s were highlighted by deep dives in the West Pacific. While serving in USS *Pigeon* (ARS 6) and USS *Beaver* (AS 5), he made numerous dives ranging from 150 to 200 feet at Corregidor and Subic Bay, P. I., Tsingtao, China and Guam.

His closest scrape with death came after the famed New England hurricane of 1938. While on a boat-raising detail—raising sunken boats from the bottom of Narragansett Bay—he was ordered to try to locate a plane-dropped torpedo known to be stuck in the mud at the bay's bottom.

PORT ARMS—Retiring John E. Hewitt, TMTC, USN, leads inspection through OC ranks at Newport, R.I.

Groping his way in a 50-foot circle on the bottom, Hewitt accidentally tripped the starting lever on the torpedo. Although he could hear the props spinning, he didn't know exactly where the thing was. Gingerly he picked his way clear of the area and calmly waited for the props to run down. Had his air hose or lines become entangled in the spinning props, his diving days would probably have been ended then and there.

On 8 Dec 1941, the day following the Japanese attack on Pearl Harbor, Hewitt, now a master diver, and other area divers, began work on the sunken and damaged ships. His work in patching underwater leaks and recovering lost gear in the vicinity of the jagged, torn steel plating and other wreckage, won for him the Bronze Star Medal.

Altogether, the chief spent 38 months in the South Pacific as a diver engaged in submarine salvage. In 1945, after 23 years' service, Hewitt went into the Fleet Reserve. Ordered back to active duty in 1950 as a result of the Korean conflict, he took up duties as a company commander at the Newport NavTraSta. When the Officer Candidate School came into being, he became assistant company commander and drill master there.

To celebrate completion of 30 years of service, the OCS held a parade in his honor – the first ever held for a CPO. The old diver received salutes from 900 future officers as they passed in review before him.

Navy Boxers Win at Pearl

Winners of the 1952 Hawaiian Inter-Service Boxing Tournament at Pearl Harbor, T.H., were the fighting bluejackets of the 14th Naval District. They not only won the team championship but also copped five individual titles.

It was the Navy's first team title since the series began in 1948, and the sailors wrapped it up in bang-up fashion—taking five or the final six fights on the 10-bout program.

Most of the Navy's six finalists came through in great style, with only lightweight Charles Cates being a victim. He lost a split decision to Army's Pat Lovell.

In team scores, the Navy tallied 28 points against 24 points for the Army and 14 points each for the Air Force and Marines. Team totals were compiled on a five-points-for-first and three-points-for-second basis.

The Army captured three individual championships and the Air Force and Marines one each.

Jeff Lee, the Navy's only defending champion, grabbed his second straight inter-service title by scoring an 18-point decision over Marine Larry Carlquist in the 156-pound class.

Heavyweight Marlin Mettler was voted the tournament's outstanding fighter after scoring a surprising knockout over Army's Imo Alo. This victory, coming in 40 seconds of the second round, assured the Navy the team title.

The Hawaiian middleweight title was taken by Cecil Seals, runner-up in the 1952 all-Navy finals. He won a decision over Army's Wilson Hannibal.

Charles "Roughhouse" Crenshaw and Manuel Anchondo gave Navy its other two winners. Crenshaw won the light-heavyweight crown by outpointing Marine Bob Michaels, and Anchondo decisioned Marine Don Dotson for the 139-pound title.

Ed McConnell was the Marine winner, beating Ed Martin of the Air Force for the welterweight title. Martin failed to answer the bell for the third round.—Doug Duitsman, JO3, USN.

ROBERT I. WARD, Msgt, USMC, wears Korean 'papasan' outfit denoting he's met quota of night air missions.

Navy Judo Squad Scores

Navy matmen from Naval Station, Treasure Island, Calif., have served notice that they will be strong contenders for any West Coast judo crowns that may be floating around this year.

The TI Pirate squad opened their 1953 season by taking on the combined talent of the Laws Judo and the American Judo academies on the latter's mats in San Francisco. When the body tossing had ceased, the TI judoists were credited with 10 wins, seven draws and six losses.

Sailors Sail Homemade Boat

One of the latest additions to recreational facilities at Naval Receiving Station, Pearl Harbor, is the *Matagofie* – a homemade 3½-ton sailboat constructed primarily for the use of enlisted personnel.

Built from plans drawn by Lieutenant Ross F. Hinckley, USN, the station's first lieutenant, the craft was over a year in the building. Although material costs were but $1250 the boat is valued at close to $12,000.

The boat is 30 feet long, has a seven-foot beam and carries a 46-foot laminated fir mast which will carry 1280 square feet of sail. From four to eight persons can be accommodated depending on the length of the cruise.

The standard star-class boat has a mahogany deck, a leather-upholstered cockpit and a 43-gallon fresh water tank tapped for running water.

A good many station personnel had a hand in the boat's construction but Lieutenant Hinckley had special praise for Dean Chamberlain, ENFN, USN, and Ropata Viena, DC3, USN. Viena, an American-Samoan, was given the privilege of naming the boat. *Matagofie*, the name he selected, means "graceful" in Samoan.

Two Joes, Two Bows, Two Does

The sport of archery, put to a practical test in game hunting, paid off big dividends for a couple of Navymen.

Among sea-going bowmen recently reporting successful safaris are Joe Maltvy, GMC, USN, of USS *Flying Fish* (AGSS 229) and Joe Vrable, PM1, USN, of USS *Orion* (AS 18). On separate occasions, both Joes took their bows into the woodlands of Westchester County, New York, and came out with "kills." Chief Maltvy and Vrable each bagged a doe and Vrable got himself a buck to boot. The previous season, the chief got an eight-point buck in the same neighborhood.

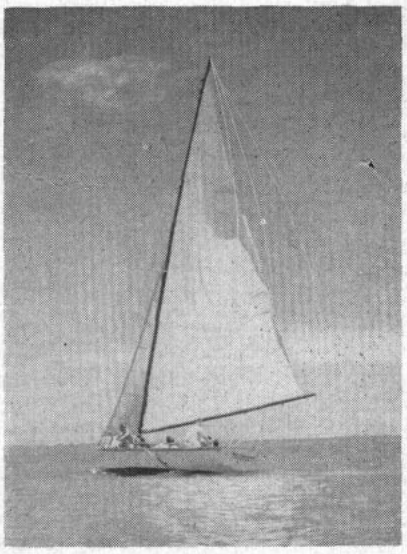
Bagging a deer with bow and arrow is a tricky achievement. "The chance of making a hit on a deer is about one in 30," says Chief Maltvy, an archer of more than six years' experience.

Vrable brought down his first deer, a 150-pounder, with a single arrow while the doe was on the run about 165 feet away.

Navy Boxers Win Chicago Title

For the third year in a row, Navy boxers representing Great Lakes Naval Training Center have won the open division team championship in the 22nd Annual Chicago Catholic Youth Organization Boxing Tournament. The C.Y.O. title bouts rank second only to the Golden Gloves Tournament of Champions in midwestern amateur boxing circles.

Three NTC bluejackets won indi-



HOMEMADE SAILBOAT, *Matagofie*, weighs 3½ tons, boasts mahogany deck, leather-unpholstered cockpit.

vidual titles in the open division. They were heavyweight George Becktol and middleweight Bill Tate, both of whom were defending their 1951 crowns, and Rudy Sawyer, last season's lightweight champ who, with added weight, upset favored Jimmy Vaughn, Chicago Golden Gloves champ for the 1952 C.Y.O. welterweight title.

Another NTC boxer, Jerry Ferrell of the Recruit Training Command, won the lightweight crown in the novice division.

The Great Lakes squad is coached by John Berkley, BMC, and Ray Paltridge, QM1.

In all, 32 of the finest service and civilian amateur boxers in the Chicago area competed in the C.Y.O. championships. They were the top survivors of some 400 ring hopefuls who had registered for the pre-final elimination bouts.

PhilCom Takes V-Ball Tittle

The volleyball championship of the Philippine Command and 13th Air Force league has been salted away by sailors of Sangley Point Naval Air Station at Cavite.

The Point volleyballers decisively copped the cup by winning all 10 games of the elimination schedule with an average score of 15-4.

Members of the championship team were Amado Taya, SK1, Ramon Taimanglo, SD1; Luciano Valero, YNC (head coach); Conrado Garcia, BM1; Restituto Pugeda, YNC; Amado Velasquez, CS1, Arsenio Antonio, TN, Simplicio Azucenas, BM1; Cirilo Encarnacion, YN1; Gregorio Domasig, TN, and Mariano Navarette, TN.

In Father's Cleat Marks

The first annual honor as top offensive football star of the Jacksonville Navy Fliers has been awarded to Harry Stuhldreher, Jr., AN, USN, 175-pound quarterback of Naval Air Station, Jacksonville.

Before entering the Navy, Stuhldreher played two years at the University of Michigan. He starred at quarterback for Great Lakes during the 1951 season.

If the name sounds vaguely familiar, especially to older gridiron fans, it should. The young Jax signal caller is the son of Harry Stuhldreher, Sr., one of Knute Rockne's famed Four Horsemen of Notre Dame and All-American quarterback in 1924.

SIDELINE STRATEGY

When the San Diego Naval Training Center's trophy case got to the bulging point awhile ago, it was decided to take an inventory before disposing of 80-odd miscellaneous cups, bowls and plaques which had been accumulating from various sources since World War I. There were the usual awards symbolic of excellence in all manner of sports, but the "prize" was a spittoon-shaped trophy presented in 1930 by a seed company to the Center for having "the best collection of sweet peas."

★ ★ ★

Lieutenant (junior grade) Ken Wiesner, USN, the high-leaping Dental Corps officer of NTC Great Lakes who took second place in the 1952 Olympic high jump event, now holds the world's indoor high jump record. At the Philadelphia Inquirer's Ninth Annual Indoor Track Meet in January, the former Marquette star eased his 207-pound frame over the rod at the 6-foot 9½-inch mark to break the old record of 6 feet 9¼ inches set by Ed Burke (also of Marquette) way back in 1937. Wiesner's previous best lifetime leap, a 6-foot 8⅝-inch jump made in the 1946 national AAU championships, is in the record books as the world's best indoor high jump between the years 1941 and 1949. He gave up jumping in 1948, remaining idle in the sport until early 1952 when he went into training for the XV Olympiad.

In the same Philadelphia meet, another Navy trackman, Seaman Art Barnard, Reserve station keeper at NAS Los Alamitos, Calif., took third place in the 50-yard high hurdles. It was a jet-speed event which saw the famed Olympic champion Harrison Dillard clear the barriers in six seconds flat to break his own world's indoor record of 6.1 seconds set in 1950. (Art's biggest plum to date in his track activities is the Olympic bronze medal won in the 1952 games for placing third in the finals of the 110-meter hurdle contest.)

★ ★ ★

When the 1956 Olympics roll around, the U.S. may have a repeat performance in decathlon champion Bob Mathias, now a member of the Marine Officer Training Program at Stanford University. Bob recently was named "Athlete of the Year" in the 22nd Associated Press poll. Previously, his 7887 points tallied in the 1952 Olympic decathlon event had been accepted as a new world's record by the International Amateur Athletic Federaltion at London, official authority in these matters. The old record, by the way was also held by Mathias. In winning the national championship in 1950, Bob cracked the previous world's mark which had stood since 1936 when Glenn Morris established it in that year's Olympiad. Since Bob won the Olympic decathlon in 1948, he has never been defeated in this field event. He did not compete in the 1951 championships. That year the contest was won by Bob Richards of the Illinois A.C. but his point total was far below that accumulated by Mathias in his 1950 triumph.
—E. J. Jeffrey, JOC, USN.

THE BULLETIN BOARD

List of Ships' Crews Eligible For Combat Pay for Required Minimum Periods in War Zone

A "master list" of ships and units qualifying for the designation of "combat unit" has been published. The members of 20 of these are eligible for combat pay.

This list covers the periods of Korean fighting from 1 June 1950 to 30 June 1952, and for October and November 1952. (A second master list, which will be promulgated 31 March 1953, will include the remainder of 155 ships or units which operated in Korea 1 June 1950 to 30 June 1952.) The period from July to September 1952 was covered in an earlier directive—OpNav Instruction 1030.1.

Service in a unit which is designated a "combat unit" for six or more days in any one month – or for six or more consecutive days in two months – means extra pay of $45 for that unit's members. For the full details on combat pay qualification see ALL HANDS, October 1952, pp. 50-51.

In all, more than 240 ships and units have been designated as combat units since the Korean outbreak. Although many of the ships and units did not qualify for the full six-day periods, any crewmen who were injured and hospitalized for wounds received in action are entitled to combat pay for up to three months while hospitalized. The lists include those ships with up to 31 "combat days" as well as those with one "combat day."

Here are the ships and units listed by Opnav Notice 1030 of 22 Dec 1952 as designated combat units for six or more days. Men aboard during these periods are eligible for combat pay:

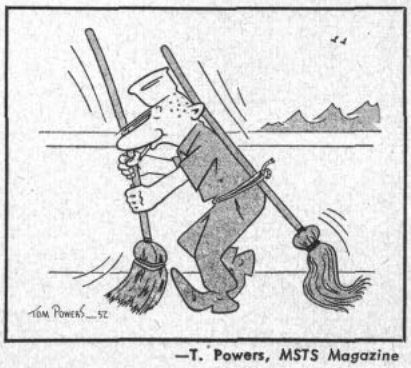
Assault Boat Crews of USS *Cavalier* (APA 37) .....15-20 Sept 1950
Boat Unit One.....15-30 Sept 1950
USS *Brinkley Bass* (DD 887).....17, 18, 20-23 May 1951; 20, 21, 25-28 Mar 1952
USS *Epperson* (DDE 719).....4, 5, 7, 9, 10, 12 Oct 1951
USS *Douglas H. Fox* (DD 779).....30 April; 1, 3, 5, 7, 12, 14, 22-24, 27 May 1952
USS *Hopewell* (DD 681).....9, 13, 16, 20, 24, 25, 27, 30 Aug 1951
USS *Incredible* (AM 249).....10-12, 16, 18, 21, 23, 25 Oct 1950
USS *Kite* (AMS 22).....11, 12, 15-18 Oct 1950; 10, 19, 22-25 Sept 1951

"Now don't pull too hard."

USS *Laffey* (DD 724).....6, 9, 12, 17 20, 21 May 1952
USS *Mainstay* (AM 261).....25-30 Apr 1951; 6, 11-14, 16, 17, 21, 22 May 1952; 11, 12, 17-20, 22 July 1951
USS *Mansfield* (DD 728) ComDesRon Nine and embarked staff.....12, 15, 17, 24, 28, 29 Dec 1951
USS *Murrelet* (AM 372).....11, 12, 16, 19, 25, 26, 29, 31 May 1952
USS *Ozbourn* (DD 846).....12, 15, 18, 20, 22, 25 Feb 1951
USS *Ptarmigan* (AM 376).....17, 22-25, 27 Sept 1951
USS *Swallow* (AMS 36).....12, 15, 16, 24-27 May; 13, 14, 17, 18, 26, 27 June 1951
USS *Uhlmann* (DD 687).....11, 16, 17, 20, 27, 29 Aug 1951
USS *Wiltsie* (DD 716), ComDesRon Eleven and embarked staff.....20, 21, 23, 25, 26, 29 March; 1-3, 6, 9, 11 Apr 1952
USS *Worcester* (CL 144).....4, 5, 11-13, 15 Oct 1950

Earlier, USS *Perkins* (DDR 877) had qualified for the dates 2, 7, 8, 12, 22, 24 July 1952.

Since 30 June 1952, Commander Naval Forces Far East has designated all units eligible for combat unit designation. Later lists will be published from time to time.



—T. Powers, *MSTS Magazine*

Instructor Duty Open to Enlisted Men at Many Schools and Naval Activities

Ever considered duty as a teacher in the Navy? BuPers has some attractive openings for qualified enlisted personnel as instructors at a wide variety of naval training activities.

Another thing, if you're on the Shore Duty Eligibility List, the path to shore duty may be shortened considerably by applying for instructor duty, especially if your rating is one for which there are relatively few shore billets.

Also you can request duty in a specific locality or school. The Bureau, obviously, cannot guarantee that there will be a billet available at the activity of your choice at the time your request is received, but every attempt will be made to assign you to an optional billet in order of your preference.

Enlisted instructors (in the ratings or pay grades noted) are detailed directly to the following activities, the locations of which are contained in the *List of Navy Schools and Courses* (NavPers 15795) or the *Catalog of Naval Shore Activities* (OpNav P213-105):

- Class "A," "B," "C" and functional service schools under the management control of BuPers and BuMed (pay grades E5, E6 and E7).
- Aviation schools of the Naval Air Technical Training Command (pay grades E5, E6 and E7).
- Recruit training commands (pay grades E5, E6 and E7).
- Naval retraining commands (pay grades E5, E6 and E7).
- Fifty-two NROTC units (only QM, GM, YN, SK and FC/FT in pay grades E6 and E7, and ET in pay grade **E4**).
- Naval School, Officer Candidate (only BM, QM, GM, FC, YN, DC, MR, MM, BT and HM in pay grades E6 and E7).
- Honor naval schools (only QM, GM and EN in pay grades E6 and E7).
- Merchant Marine and Maritime Academies (only BM, GM, FC and YN in pay grades E6 and E7).

To be eligible for assignment to

duty as an instructor, you should possess the following qualifications: Show an interest in training and a desire to serve as instructor; show evidence of leadership ability; have a clear record; be able to speak clearly; demonstrate ability to work with others under supervision; have ability to exercise sound judgment; be military in bearing and deportment; have a GCT of 55 (BuPers will consider waiving GCT scores under 55 of otherwise qualified candidates when waiver is recommended by your commanding officer) and be considered a good security risk by your CO.

In addition to the above qualifications, to be eligible for assignment to instructor duty personnel must meet the eligibility requirements for shore duty. (See the article on sea/shore rotation of enlisted personnel in the February 1953 issue of ALL HANDS, p. 48.) The normal tour of shore duty for all instructors is 36 months.

Detailed instructions for submitting instructor duty requests are contained in BuPers Instruction 1306.22 of 10 Dec 1952.

Sailor Meets Brother He Never Saw Before

It's not too unusual for two brothers to run into each other overseas, especially if one of them is a Navyman, but when two brothers meet for the first time it's something rare even for Navy.

Such a meeting actually took place at Camp McGill, Japan, when Akira Kobata, PN2, USN, of Headquarters Unit One, Naval Beach Group One, was visited by his brother Kiyoshi whom he had never seen.

It seems that their parents came to the U.S. in 1910 and settled at Lido, Calif., where both were born. In 1925, at the age of seven, Kiyoshi received a scholarship in Sumo (wrestling) and left home to be educated at Waseda University in Japan. He did not return to the U.S.

Akira was born three years after his brother left for Japan. He enlisted in the Navy in February 1949 and says that his trip to Japan and meeting his brother is "one of the most unusual and happy experiences in my life."

Reemployment Rights and Benefits of Navymen Separated from Service

If you are about to be separated from the Navy you will be interested in the following summary of reemployment rights provided for you under the Universal Military Training and Service Act and its amendments.

The Universal Military Training and Service Act (formerly called the Selective Service Act of 1948) contains provisions similar to the rights conferred by the Selective Training and Service Act of 1940 and related acts of World War II.

The current law provides that, if you desire, you may be restored to your former job, or to a job of like seniority, status and pay, if you meet the following requirements:

First, you must have completed a period of satisfactory service. Under the law, "satisfactory service" means service indicated to be "Honorable," "General" or "Under Honorable Conditions" on your discharge certificate.

Second, you must also be qualified to perform the duties of your former job (unless disability resulting from service renders you incapable of performing these duties). Under the 1951 amendments to the Universal Military Training and Service Act, the veteran who cannot perform the duties of his former position by reason of disability sustained during service in the armed forces, but who is qualified to perform the duties of another position, is to be restored to a position of like seniority, status and pay, or to the nearest similar position whose duties he can perform.

Third, you must apply to your former employer for reinstatement within 90 days from the date of your separation from active service. (If you were hospitalized for not more than one year immediately after receiving your discharge, you may apply for reemployment within 90 days after your release from the hospital).

If you left your job to enter on training duty for a short period, as in the case of many Reservists, your job rights are also guaranteed under this law. You must make application for reinstatement within 30 days after your release from training duty.

You are entitled to these reemployment rights –

- If the position you held before entering the Navy was in the employ of a private employer or the U. S. government or the governments of its territories, possessions, political subdivisions or the District of Columbia. (Employees of states and their political subdivisions are not covered by the Federal Laws, but may be covered by state law).
- If you left the position to enter upon active military or naval service in the land or naval forces of the U. S. or Public Health Service. (Any person who enlists, has enlisted, or reenlists after 24 July 1948 will have reemployment rights if he serves for not more than four years, unless his enlistment is extended by law in which case his reemployment rights will likewise be extended). Reemployment rights will also be granted to any Reservist who after 24 June 1948 enters upon active duty,

SONGS OF THE SEA

A Sailor's Consolation

One night came on a hurricane,
The sea was mountains rolling,
When Barney Bunline turn'd his quid,
And said to Billy Bowling:
"A strong sou'wester's blowing, Bill,
Oh! don't you hear it roar now?
Lord Help 'em, how I pities
All unhappy folks on shore now!
Foolhardy chaps what live in towns,
What dangers they are all in,
And now lie quaking in their beds
For fear the roof should fall in.
We know what risks all landsmen run,
From noblemen to tailors
Then, Bill, let us thank Providence
That you and I are sailors!"

—Old Forecastle Song

whether voluntarily or not, if he serves for not more than four years (or as soon after four years as he can be released to inactive duty).

- If your employer's circumstances have not so changed as to make it impossible or unreasonable to place you in the same position or in a position of similar seniority, status and pay.

A Navyman who meets these conditions of eligibility shall, in addition to being entitled to reemployment in his former position or a similar position —

- Be considered as having been on furlough or leave of absence from his old job during his period of military service.
- Upon restoration, participate in insurance and other benefits offered by his employer.
- Not be discharged within one year without cause from the position to which he has been restored.

You have no reemployment rights to a job that was only temporary. Unless you were a permanent employee, don't expect the boss to take you back unless he needs men in that particular category.

Also, as mentioned above, the federal law does not give you the right to reemployment by a state government or political subdivision thereof (city, county, school or district). However, the federal law does recommend that qualified veterans should be so reemployed and many states have passed laws giving veterans reemployment rights to such jobs.

"Shows up every year — to take the Chiefs exam!!!"

If a misunderstanding arises between you and your former employer when you apply for your old job, consult the nearest local office of your state employment service for assistance available to you through the Bureau of Veterans' Reemployment Rights, Department of Labor, or make direct contact with a field representative of the Bureau. He will look into your problem and if you appear to have a just claim under the law he will negotiate with your employer for an amicable settlement. If his efforts fail he will, on your written request, help you submit your case to the appropriate U. S. Attorney. If the U. S. Attorney believes that you have a valid claim, he will file suit in court on your behalf, without cost to you.

Keep in mind that as a returning veteran you are entitled only to the seniority you had when you entered the service, plus what you would have had had you remained continuously on the job instead of entering the service.

In other words, a veteran does not step back on the seniority escalator at the point he stepped off. He steps back on at the precise point he would have occupied had he kept his position continuously during the time he was away in service. The restoration is intended to be as nearly a complete substitute for the original job as possible. By means of this law, Congress has protected the veteran against loss of ground.

However, if you do not intend to apply for your old job, it would be well for you to so inform your old employer.

Reduction in NSLI Premium Rates For Total Disability Benefits

The Veterans Administration has announced a reduction in premium rates charged for the total disability benefits on five-year term National Service Life Insurance policies.

This benefit provides monthly income for the insured Navyman and continues his insurance in effect without the payment of premiums during any period that he should become totally disabled.

At some ages, the new reduction in the charge for total disability coverage is more than 50 percent. For example, at age 30 under the old rates total disability coverage cost $3.55 annually. Under the new rates the annual cost is only $1.07.

The new rates are on a graduated scale, becoming increasingly higher with each renewal (as you grow older).

Any holder of a participating plan of National Service Life Insurance may have this provision added to his policy by passing a physical examination and paying the additional premium.

Veterans who have previously taken out five-year term NSLI policies containing the total disability benefit will have their insurance accounts adjusted to the new rates. Each of these veterans will receive a personal letter from the Veterans Administration explaining the adjustment that has been made in his account. The VA expects to have these letters mailed by the end of March.

Scrap Metal Drive Extends to Aleutians

Scrap metal—some 40,000 measurement tons of it—was the yield of a recent scrap metal drive in Alaska and the Aleutian Island chain. Some of it bringing the ceiling price of $26.34 a ton, the scrap was collected over a six-month period by Navymen stationed in the Alaskan-Aleutian area.

Responsible for loading the scrap from pierside to ships' holds were the 120 officers and men of Detachment "G" of Cargo Handling Battalion 2. When the job was completed, the detachment was returned from the North by USS *LTS* 840. They debarked at the Oakland, Calif., Navy Supply Center.

The officer-in-charge of this group credited his men for the salvage work. They often turned to on weekends and holidays as well as during periods of difficult weather conditions to expedite the "cleanup job."

Locations stripped of scrap metal include Dutch Harbor, Adak, Kodiak and the Attus. Salvage authorities were pleased to report that the area's rugged weather did not rust the collected metal and equipment as badly as was first supposed. Even though most of the equipment had been left in the open, much was salvagable. In fact, the CB cargo handlers found use in their own work for many of the salvaged parts.

Uses of Rate Symbols and Striker Identifications For Enlisted Personnel

Strikers – men in training for a rating – are the subject of a recent BuPers directive which spells out new definitions and procedures for their identification.

BuPers Instruction 1430.4 (21 Nov 1952) defines *rate symbol* and *striker identification*. A striker's *rate symbol* is the four or five-letter designator formed by combining his rate abbreviation (i.e., SN) with the rating abbreviation of the rating for which he is being trained (i.e., QM). Thus, a seaman striking for quartermaster has a rate symbol of QMSN; a fireman striking for metalsmith (welder) has the rate symbol MEWFN.

A striker's *striker identification* is the rating abbreviation part of the rate symbol (i.e., QM). Added to the abbreviation of a man's rate, it forms the rate symbol.

The rate symbol is used in all official correspondence, records and documents. However, it does not replace a man's rate. For example, over the ship's P. A. system Jones, A.B., BMSN is referred to as "Jones, A.B., seaman."

Only those rate symbols listed in *Instructions for the Navy Personnel Accounting System* (NavPers 15,642) are authorized. In addition, a man must first hold the appropriate rate before a striker identification may be assigned. A boatswain's mate striker identification (BM), for example, may not be assigned to a fireman (FN).

Changes in procedure cover the following: reduction in rate, reenlistment and Naval Reservist strikers.

Naval Reservist strikers normally are assigned striker identifications denoting Emergency Service Ratings. In certain cases, however, Reservists may be assigned General Service Rating striker identifications. Reservist Class "A" school graduates whose prior service, civilian experience or special aptitudes do not clearly indicate the appropriate Emergency Service Rating striker identifications may get a General Service identification.

Reservists holding a General Service Rating striker identification may not be advanced to pay grade E-4 until the identification is changed to an Emergency Service one.

• Reduction in rate—Unless otherwise directed by the Chief of Naval Personnel, strikers who are reduced in rate for disciplinary reasons retain their striker identification. However, strikers reduced in rate for incompetency lose their striker identification. PO3s who are reduced in rate to pay grade E-3 for incompetency are not assigned striker identification upon reduction.

• Reenlistment – Strikers reenlisting under continuous service conditions retain their striker identification. Those reenlisting under broken service conditions lose their striker identification.

"I said order rockets not rockettes!"

Scholarship for High School Students Set Up by Navy Ship

Thanks to the crew of USS *Barton* (DD 722) deserving students of Wenatchee, Wash., will receive aid in completing their high school education.

A scholarship has been established by the officers and men of *Barton* in memory of Dale P. Gray, BM3, USN. Gray was killed when a shell from Chinese Communist shore batteries burst in the forward stack of the destroyer during action off the coast of Korea.

The scholarship was selected to honor the man from Wenatchee because Gray had always shown a keen appreciation of the value of his high school education.

After negotiations with the principal of the Wenatchee High School, the fund of $450 was transferred to the school to be distributed to promising students who need financial aid to finish their education.

Navyman Saved After Being Twice Washed Out to Sea

When the destroyer USS *John R. Craig* (DD 885) pulled into Pearl Harbor not long ago, crew members had a story of a daring rescue in stormy seas to tell the shoreside folks.

Sailor-heroes of the modern sea saga were Robert Robinson, BM2, USN, and John Landgraf, GM3, USN.

Craig had been battered by a tropical typhoon for several days when a life raft was torn loose from its moorings. LTJG Roy M. Dunham, USNR, and Roy C. Sandahl, Jr., BM3, USN, were attempting to secure the raft when they were washed over the side by high waves.

Rolling from side to side like a cork, at one time as much as 52 degrees, the slim ship jockeyed for position to pick up the two men. A line was tossed to Sandahl and he was quickly hoisted aboard.

Lieutenant Dunham had injured his back during the fall from the ship and was unable to grasp the line thrown him. Robinson descended a ladder at the ship's bow to grasp the stricken man as the ship nosed up to him.

As the ship came alongside the officer, Robinson grabbed him and slowly began carrying the injured man up the swaying ladder.

Just as they neared the rail and safety, a mountain of water poured over the ship's bow and tore Dunham out of his rescuer's arms. The injured man was swept headlong back into the boiling sea.

Landgraf, who had been assisting on deck, saw the lieutenant falling and jumped over the side to his aid. For more than 15 minutes he supported the injured man while the ship again maneuvered for position. At times water completely covered the pair.

Again the ship came alongside and lines were tossed to Landgraf. He secured the ends around Dunham and himself and they were pulled to the ship's side and hoisted aboard.

Lieutenant Dunham suffered serious back injuries and was later transferred for medical attention.

Rules on Change in Rate and Rating for Active Duty Personnel

If you are a petty officer and are planning to request a change in rating, here are the latest instructions with which you must comply before you can submit your request.

In the first place, changing your rating is a difficult proposition. The Navy has trained you for a specific type of job and that is the job you are supposed to be best fitted for both by aptitude and experience. Some special justification is necessary before BuPers will consider making a change.

These special considerations are outlined in BuPers Inst. 1440.5, 23 Dec 1952. This instruction does not affect the customary authority of the commanding officer to make changes in rating for non-rated men under his command as authorized in Art. C-7213 of BuPers Manual 1948.

The predominant factor considered by the Bureau in determining what action will be taken on requests for changes in rates or ratings is the current shortage or excess in certain ratings throughout the Navy. Briefly, the factors used in determining action on requests for changes are:

- Needs of the service as a whole regardless of the excess or shortage of certain ratings in local commands.
- The pay grade level at which change is requested. Normally only outstanding or unusual cases will be considered in pay grades E-6 or E-7.
- Relative amount of formal training and actual experience in present rate or rating as compared to the requirements of the rate or rating requested.
- The time and expense the Navy has expended to train the man for his present rate compared to his performance and usefulness to the naval service in the new rating requested.
- The lack of normal training and experience in the lower pay grades of the requested rating and its effect upon the man's ability to instruct his subordinates properly. This is particularly important in the higher pay grades.
- The over-all benefit or detriment to the Navy which would result from such a change.
- Commanding officer's recommendation and comments regarding the candidate's relative aptitude and qualifications for rates or ratings involved.
- Training and experience gained in civil life.

Requests for change in rate or rating from personnel in the following categories normally are discouraged:

- Personnel serving as warrant or commissioned warrant officers whose permanent status is enlisted.
- Fleet Reservists and retired personnel on active duty.
- Chief petty officers and petty officers first class.
- Cases in which the duties of both the present and requested rates are similar and overlapping such as YN-PN, EM-IC, RM-TE, and so forth, when the request is based solely upon having performed the duties of the requested rate.
- Class "A" and "B" school graduates. *BuPers Manual* 1948, Art. D-2307(1), requires assignments of such school graduates to duties that will permit their training to be continued in order that the naval service may benefit by the time, effort and the funds expended in training.

Requests for changes *from* the following ratings are not desired by the Bureau because of the *shortage* of rated personnel in these ratings: RD, FC/FT, MN, IM, OM, TE, RM, CT, MM, MR, EM, IC, FP, PM, ML, CE, BU, SW and AL.

Changes *to* the following *"in excess"* ratings are not desired: BM, PN, JO, LI, PI, DM, AD, AO, AC, AB, PR and AK.

The directive states that personnel who have been recommended and nominated to participate in the service-wide competitive examination for advancement in the rating presently held, will not be recommended for a change in rating until after the final results of the examination for advancement are known.

Conversely, personnel who have been recommended for change in rating shall not be recommended or nominated for advancement, or participation in service-wide competitive exams, in either rating, until after the Bureau action on the recommendation has been received by their commanding officer.

Before you can make a request for change in rating you must be fully qualified in the duties of the requested rating. This means that you must first satisfactorily complete the following requirements for the rating requested:

- Training course.
- Practical factors in the rating, and for the rate, as required in the *Manual of Qualifications for Ad-*

WAY BACK WHEN

Flag Lieutenant

Probably most people think the Flag Lieutenant got his name because he is the special assistant of an admiral, that is for an officer with flag rank.

Actually there is a real functional basis behind the title. It goes back to the days when the major form of sea communication was the flaghoist and the commander of any naval force had to depend on his Signal Officer to interpret and direct the hoists. Naturally this Flag-Signal-Officer had to stay close to the commander at all times. In this regard we might recall that Lord Nelson died in the arms of Hardy, *his flag officer.*

Naturally, when the Flag Officer wasn't busy with his hoists, he took on other duties for the commander—since he had to be available at all times for communications duties he could not be assigned to any permanent or interfering stations. Times and duties have changed; but the Flag Lieutenant still has certain characteristics in common with his forerunner: he sticks close to a senior officer, he is a link in the various channels of communications between the commander and his many areas of influence.

—Lt. F. C. Dyer, USNR.

vancement in Rating (NavPers 18068).

- Applicable school when required for advancement to requested rate.
- Operational tests when required for the rating and rate.

You will also be required to take a written examination prepared at your duty station. The examination will be based on the subjects for the particular rate requested as listed in the *Manual of Qualifications for Advancement in Rating*. The examination is graded locally by an examining board appointed by the commanding officer. A mark of less than 2.5 in *any division* of the examination will fail the applicant.

The instructions in this directive are also applicable to enlisted women. The rates and ratings to which Waves may be permitted to change are limited to the following: Rates—SA, SN, AA, AN, HA, HN, DA, DN; Ratings—ET, IM, OM, TE, RM, CT, YN, PN, MA, SK, DK, CS, SH, JO, PI, LI, DM, PH, AT, AL, AC, PR, AG, TD, AK, HM and DT.

Naval Reservists on active duty with the Regular Navy may be examined for and recommended for change to Emergency Service Ratings only.

Time in Grade Requirements Eased for Ensign Promotions

Ensigns on active duty for more than 30 days will now have to serve only 18 months in grade instead of 24 months for their promotion to lieutenant (junior grade).

The first such temporary promotions to the rank of lieutenant (junior grade) of officers of the line and Staff Corps of the Regular Navy and Naval Reserve have been authorized by Alnav 66-52.

Ensigns with dates of rank prior to 2 July 1951 are included.

Promotion is subject to the usual physical and professional qualifications.

The last group of ensigns to be promoted under the 18-month service requirement was in 1945. Later, in 1946, the temporary promotion system became 36 months (normal during peacetime). The 36-month provision remained in effect until 14 Apr 1951 when temporary promotion for ensigns was authorized on a 24-months' basis.

Maneuvering Board Is Subject Of New Correspondence Course

A new officer correspondence course, *The Maneuvering Board*, NavPers 10933, which is recommended for all deck officers, is now available at the U. S. Naval Correspondence Course Center, Bldg RF, U. S. Naval Base, Brooklyn 1, N. Y.

The course presents in three parts the principles of relative motion and a series of maneuvering board problems paralleling the solutions shown in the textbook supplied with the course. Most of the solutions are by the "own-ship-at-center method."

Naval Reserve officers who are eligible for promotion and non-disability retirement points will receive 12 points for successful completion of the course.

Application for enrollment should be made on form NavPers 992 and forwarded via official channels to the Naval Correspondence Course Center.

Retiring LSI Travels Overland To Start New Life

Navymen vacationing in upstate New York are in for a surprise if they visit little, landlocked Lake George. Largest vessel on the lake is an excursion boat whose outlines are disturbingly familiar. They should be. She is the ex-LSI(L) 1085, a vessel with hundreds of sister ships in the Navy. But now she carries the fancy name of *Motor Vessel Ticonderoga*.

After service in World War II as a personnel ferry and mail-carrying vessel at Eniwetok, Samar and Leyte, LSI(L) 1085 returned to the States and mothballs in New York. A few years later, she was purchased by a steamboat company and taken to a commercial berth where most of the superstructure was removed.

Proceeding under her own power, she then sailed up the Hudson River and via the Champlain Barge Canal into Lake Champlain. But this was not the end of the line—the ship now had to be transported overland.

The problem faced by engineers was the same one faced centuries before by the Indians. But where the Redskins picked up their lightweight canoes and toted them overland, there wasn't any available land machine that could tote a 200-ton naval vessel nine miles. What's more, the roads and the three intervening bridges couldn't stand the gaff.

The first problem was to get the vessel out of the water and onto the land. To do this, sled-like landing ways were constructed. Then with a large oak tree for a land anchor, the vessel was hauled up by a forward winch and winch cable.

Burning torches cut the craft into four transverse sections. The bow section was the first to make the trip. In below-zero temperature, four heavy duty trucks pushed and pulled the specially-built steel sled that carried the section across the snow-covered ground.

Sudden thaw, however, forced workmen to haul the remaining three sections on wheels. For this task a diesel truck and low-bed trailer were pressed into service.

Heaviest section was the 92-ton part containing the engineroom. When this chunk of LSI came to a bridge whose maximum rated load was 45 tons there was considerable speculation, but the bridge bore the weight without visible damage. Other close calls came as the sections moved through the village of Ticonderoga. They took up the whole street, barely grazing by roadside signs.

End of the nine-mile trek was the backyard of a farmhouse. Here at the northern end of Lake George, workmen welded the sections back together. Bulkheads and items of military equipment were removed. A streamlined superstructure and a long, wide promenade deck were added. The bow doors and infantry ramp were replaced by a flared-type bow. The old deckhouse was cleared out and a restaurant and lunch counter installed. The lower deck was fitted into a spacious cocktail lounge. After the facelifting, the old warhorse had been converted to a sleek looking vessel capable of carrying 600 passenges.

You Benefit in More Ways than One In Your Navy Exchanges

In sailing ship days, sailors of the Navy bought their toilet articles, tobacco and other items of health and comfort from bumboats. Sometimes the bumboat folks brought their wares aboard from the wharf. When the ship was underway or in some isolated anchorage, the sailors bought these items from small stocks laid aside by the purser before sailing.

Such were the beginnings of today's well-stocked ship's stores and shoreside Navy exchanges. Formal authority to set up and operate ship's stores and commissary stores was given the Navy by Congress in 1909.

Modern-day versions of these activities perform the same basic job to Navymen and families of Navymen. Ship's stores aboard ship still feature items of personal hygiene and comfort, but they also sell jewelry, stationary and candy. Ashore, in Navy exchanges a more extensive variety is carried. In Navy commissaries patrons can purchase meat, groceries and minor household items.

These government facilities mean that the serviceman and his dependent, whether he is stationed at sea, or overseas, or ashore, is enabled to purchase basic commodities at a fair price, and sometimes at reduced prices. In other words, the serviceman is not penalized in purchasing even if he is stationed at a remote outpost. As for location, shoreside exchanges and commissaries are usually conveniently located in or near naval activities.

In overseas branches of these activities, Navymen and their families on duty outside the U.S. are able to purchase foodstuffs and Navy exchange items that would not otherwise be available. Additionally, many of the foodstuffs and other items ordinarily available overseas by other means carry a much higher price tag. But Navy exchange and commissary items are based on the same price scale as their stateside counterparts.

In all, there are four naval activities providing this type of service: Ship's store afloat (the usual shipboard outlet), Navy exchange, commissary store and ship's store ashore. Ship's stores ashore are usually located "non-permanently" in an occupied area such as Germany or Korea or "permanently" at an overseas location too small to warrant setting up a Navy exchange.

Ship's stores ashore or afloat and commissary stores are "supported" by appropriated funds. They operate on a basis of procuring items for resale with appropriated money and reimbursing the government for this cost after the sale of the merchandise. Navy exchanges, on the other hand, operate completely on a non-appropriated fund basis.

Commissary stores are nonprofit organizations but reserves are earned and maintained to cover operating costs and other expenses. Profits from ship's stores — and Navy exchanges, after operating costs have been provided for — help support the Navy's extensive welfare and recreation program.

More than 90 per cent of these profits are made available to the local commanding officer for welfare and recreation programs in his command. For example, a ship's baseball team will get new uniforms or a naval station will buy equipment for an inter-mural basketball program.

A portion of the remainder goes to the BuPers Central Recreation Fund. (See the January 1953 issue of ALL HANDS, p. 47.)

If you want statistics—out of every dollar spent in a ship's store or Navy exchange, between six and seven cents profit is channeled back into the recreation program after all operating expenses have been deducted. Currently these sixes and sevens run to fifteen or sixteen million dollars yearly.

In 1949 the Department of Defense issued two sets of regulations, approved by Congress, governing resale activities of the armed services. One set of rules covered exchanges; the other set covered commissaries. The Navy has since issued supplementary instructions to these regulations.

Among the rules applicable to Navy exchanges are those which provide for:

- A single list of authorized patrons.
- A uniform method of identifying patrons.
- A standard list of items authorized to be sold.
- The recording on a sales slip of single items of merchandise bearing a sales price of $5.00 or more.

This last provision requires that sales slips must be signed by the patron when the sale is made. *Signing the sales slip is certification that the*

"Good morning. The little hand's on 8 and the big one's on 12 and you missed muster."

Cartoon Conversation Overcomes Language Barrier

A South Korean Marine is mighty glad that the battleship USS *Missouri* (BB 63) was in Korean waters recently and that it had a talented cartoonist on board.

Lee Do Won, a staff sergeant with the South Korean forces was suffering from an abdominal abscess that required an immediate operation when he was picked up in an emergency flight from a United Nations outpost area by the helicopter from *Missouri*.

Doctors on board *Missouri* performed the operation with success. As soon as Won began to show signs of recovery they began to inquire about his case. But Lee Do Won spoke no English and no one on *Missouri* spoke Korean.

Little progress was made in the way of communication until Seaman Pete Rahill put his sketching ability to good use. With a series of sketches and an occasional nod from Won, Rahill found out the vital statistics on the ROK marine — that he was married, what work he did, where his family was, and where he came from.

Next time you have a difficult language problem and can't locate an interpreter, look around for a cartoonist or artist.

items listed are not for resale; that they are for the personal use of the purchaser or his dependents, or for use as a bona fide gift.

Rules of a smilar type apply also to commissary stores sales. On the working level, in these rules are provisions which mean that patrons will not buy Navy exchange or ship's store items to be resold either at cost, at a loss or at a profit. They also mean that a patron will not keep the neighborhood supplied with groceries either on a free or reimbursable basis.

Additionally, when dependents sign their Navy exchange or commissary permits or applications they certify that items bought will be for their own use.

Violations of these rules have led to the violators' loss of exchange and commissary privileges, and in certain cases, they have found themselves subjected to disciplinary measures.

BuSandA, under whose control ship's stores, Navy exchanges and commissaries are operated, warns Navymen that these activities are for their benefit. Privileges of using these facilities should not be abused, BuSandA states.

Two-Year Course in Mine Warfare Open to LTs and LTJGs

A two-year postgraduate course in mine warfare is available for Regular Navy and active duty Naval Reservist lieutenants and lieutenants (junior grade). The course will begin at the U. S. Naval Postgraduate School at Monterey, Calif., in August 1953.

Applications are particularly desired from officers having experience in the mine warfare field. Applicants must have the code 1100 series and have completed mathematics through calculus. It is also desirable that they have completed a course in engineering mechanics.

Submarine officers must have at least three years of operational experience as of 1 July 1953. All officers should normally be due for rotation to a shore duty tour in 1953.

Those interested should submit their applications to the Chief of Naval Personnel (Attn: Pers-B111h). As these should reach the Bureau not later than 1 Mar 1953, dispatch requests may be submitted, to be followed by letter application. BuPers Notice 1520 (31 Dec 1952) gives the details on information to be included in applications.

WHAT'S IN A NAME

Quonset Huts

Familiar to nearly every sailor from Iceland to the Pacific isles is the arched-rib building called a "Quonset hut." In these "huts" servicemen and their families live, worship and have their recreation.

The quonset hut is adaptation of the original English Nissen hut, which was used as a barracks for the British military. The Nissen hut too, had an arched-rib design and measured 16 feet by 38 feet with a clearance of about nine feet in the center.

In 1951, when the U. S. government was making plans for the establishment of overseas bases, a contractor who was building the Naval Air Station at Quonset Point, R. I., was awarded a contract to manufacture portable and easily erected housing units. He used the Nissen hut as a model, and enlarged and improved upon it. The new type of hut measured 20 feet by 48 feet with a clearance of 10 feet. Since the American structure had its birth at Quonset Point, it became known as a "Quonset hut." Through popular usage, the word lost its capitalization.

During World War II, various adaptations were made in the quonsets. In some cases, the over-all length was increased to 56 feet, permitting a four-foot open porch at either end which was a welcome shelter against rain and sun in the tropics. This enlarged quonset is appropriately called a "tropical" quonset.

Further improvements came when the 56-foot tropical huts were adapted for family residences by having a partition placed in the middle, thereby making two apartments. Each apartment was then sub-divided into rooms and equipped with modern toilet facilities. These were known as "homoja huts." The word consists of the first two letter of the names of Admirals Horn, Moreell and Jacobs, who together worked out the method of converting the quonsets.

A utility building was also devised by the Navy. Looking like a big brother of the regular quonset, it was 40 feet wide and 100 feet long. Hundreds of them were raised at advance bases, where they were used as recreation halls, storehouses, machine shops and repair shops. They could be set up in about 350 man hours, not counting time for laying the concrete floor.

During World War II about 152,000 of the standard quonsets, 20 feet by 48 feet, were erected at naval and military installations all over the world. In addition, 17,000 of the utility type quonsets, 40 feet by 100 feet, were built. Since the outbreak of the Korean war some 30,000 units have been built in the U. S. and overseas to house servicemen and their families. As new naval and military installations spring up you're likely to see more of the quonset hut.

The American Indians long ago developed a type of structure very similar in principle to the quonset. The arched ribs, for example, were made of branches stuck into the ground and bent to meet at the top where they were tied together as an arch. Over the ribs were coverings such as animal skins, making a sturdy Indian "quonset."

Instruction at Hospital Corps Schools for New Applicants

Non-rated men and women desiring training and duty in the Medical rating group may start the ball rolling by applying for instruction at one of the Navy's Hospital Corps Class "A" schools.

Applicants should submit requests through their commanding officers as outlined in BuPers Notice 1306 (1 Dec 1952). Here are the qualifications:

- Have 18 months voluntary obligated service on date of entry into school. A signed agreement to remain on active duty for this period is required from Naval Reservists.
- Be found temperamentally suited for duty in the Medical rating group by a medical officer.
- Have normal color perception.
- Have a minimum GCT/ARI score of 100. (However, requests from those with a lesser score will be considered for a waiver.)

Those selected will attend courses at one of the Class "A" Hospital Corps schools. Courses last 20 weeks and convene weekly. The schools are located at the Naval Hospitals Great Lakes, Ill.; San Diego, Calif.; Portsmouth, Va.; and Bainbridge, Md.

Sailor's Life Looks Good to Two Young 'Navey' Recruits

A lot of youngsters talk about joining the Navy but very few of them take action like Billy Peppler age 11½ and his cousin Donald Wilkins age 10 did when they decided to join up.

The two youngsters envied their cousin James Doyle, 18, who had enlisted as a seaman recruit only a few months before and was then training at Bainbridge, Md.

Billy and Donald thought they could do as much as James, so Billy was elected to take action. He sent a postcard to Fort Slocum, N. Y., home of the Armed Forces Information School. On it he wrote:

"Capt of Navey –

"Dear Sir: I would like to join US Navey, I am 11½ and My Cousin is 10 please let me and my cousin join." It was signed "Billy Peppler" with his telephone number and address in nearby New Rochelle, N. Y. At the bottom of the card he had added, "Thang you and God bless you."

Instead of a reply from a "Captain of Navey" he received one from an admiral, RADM Thomas H. Binford, USN, Commandant of the AFIS, who wrote:

"Dear Billy: I received your card telling me that you and your cousin want to join the United States Navy. Thank you for the interest and the words of blessing you expressed.

"I am happy that you have chosen the Navy, first, because I consider service to our country a responsibility for those who live here and second, because having served in the Navy for 36 years I know how satisfying Naval service can be.

"While neither you nor your cousin may enlist until you are 18 years old you can start preparing yourselves now for Navy careers. You can do so by joining the Sea Scouts or Boy Scouts or any of the other groups that train boys for leadership and service.

"The Navy is a great engineering project – therefore, you will need special training in science and mathematics like the others who will man the Navy ships, planes and shore bases of the future.

"It would be a good idea then for you to work hard in these and all your other subjects at school because the future Navy, like the present, will depend on men fully educated in civilian schools.

"Above all, you must remember that the Navy, like the other services, will want men who are strong in their belief that their country is worth fighting for. I am sure that you Billy, and your cousin will grow up to be such men. Your card proves that to me.

"Since I have not been able to answer all the questions you must have about the Navy and your future plans, I hope you will pay me a visit soon at the Armed Forces Information School, Fort Slocum, N. Y., so we can show you our model of the old battleship, *New York*."

Billy and Donald, along with Billy's mother and eight-year old sister Mary Lou, took Admiral Binford at his word. Visiting the school, they saw the Bureau of Ships model of the old *New York* (BB 34), had a good Navy talk with the admiral and made future plans.

P. S. Now Mary Lou wants to join the Navy too!

General Line School Program Accelerated, Six-Month Course Processes 1,500 Officers Yearly

A plan aimed at the acceleration of the Navy's General Line School program and changes in the academic prerequisites for attendance has been announced by BuPers.

Since the inauguration some years ago of an equalizing educational training program for Naval Reserve and temporary line officers who transfered to the Regular Navy, it was found that such officers through initiative and experience have already acquired much of the background which the 11-month General Line School course was originally designed to provide.

Therfore, it has been decided that the necessity for the 11-month intensive study in naval science subjects can be reduced to six months without compromising the program's mission.

The acceleration of the program will facilitate processing about 1500 officers a year and enable the Line School portion of the equalization program to be terminated in May 1955. Line School classes starting in the fall of that year will provide an integrated course in naval science about one year in length for *all* line officers of the Regular Navy about five or six years after their commissioning.

The attendance at a University under the Five Term program prior to enrollments at the General Line School is no longer a requirement. Those officers who attend the accelerated Line School first, and who are eligible for college training under the Five Term program, will remain on the eligible list.

With certain exceptions, those officers who transferred to the Regular

Elliott Recruit Center Closes

Training of recruits is being discontinued at the Elliott Annex of the Naval Training Center at San Diego, Calif. It is expected that the final training at Elliott will be completed by 1 April.

Behind the closing down is the reduction in planned recruitment which will be less in 1953-54 than in 1951-52. Elliott, one of the largest "boot camps" of World War II, closed down soon after the end of the war and remained in caretaker status until it was reopened in 1951 to meet the emergency condition brought on by the Korean outbreak.

After April, Elliott will be maintained in a condition that will permit quick reopening if necessary. A small security group and a fire fighting force will remain on the station.

Recruit training in reduced numbers will be continued at the main Center. The NTCs at Great Lakes, Ill., and at Bainbridge, Md., will continue recruit training, also at reduced input rates.

"Another book on hypnotism? Whatcha going to do—hypnotize someone?"

"Should I call him *that*, Sir?"

Navy from Reserve or temporary status between 27 Aug 1940 and 1 Oct 1945 and those who transferred to the Regular Navy under the programs established by Public Law 347, 79th Congress, 2nd Session (18 April 1946) and Public Law 775, 76th Congress, 3rd Session (27 August 1940) are eligible to attend the General Line School.

It has been noted that many of the eligible officers who have not yet attended the General Line School have actually performed such a variety of naval duties that attending the school would result in pursuit of studies in those fields in which they already have proved their knowledge and ability.

Officers in this category may request, by letter to the Chief of Naval Personnel (Attn: Pers-C1222), that General Line School attendance be waived in their case.

A brief summary of duties performed should be included in such a request.

BuPers Instruction 1520.13 of 11 Dec 1952, which contains detailed information on the accelerated General Line School program reminds officers that they are not to request orders to General Line School or the Five Term program inasmuch as they will be automatically ordered when available.

The General Line course of instruction is primarily intended to provide line officers with sufficient background in all naval subjects to permit normal rotation between different types of assignments while at sea.

The course offers transferred officers additional training necessary to provide educational and background equality with their contemporary Naval Academy graduates.

The General Line School type of training was suspended during World War II. Immediately following the war, it became apparent that a general line course of instruction, while it had been a part of the prewar postgraduated educational program for naval officers, was of growing importance in postwar training in order to meet the pressing need to broaden the professional knowledge of a large number of transferred Reserve and temporary line officers who, during the war years, had served in specialized assignments.

To this end, a board was created by the Secretary of the Navy to study the proper form, system and method of education of officers of the postwar Navy.

The board's recommendations were approved in October 1945 and the U. S. Naval School (General Line) was established at Annapolis and the following year moved to Newport, R. I. The first class of officers entered the Newport school in July 1946. In September 1947, a similar school was established at Monterey, Calif., as a component of the U. S. Naval Postgraduate School there.

While the Monterey school has continued, the Newport school suspended operations in early 1950. The officers who were to have begun the course there were reassigned to other duty for eventual assignment to Monterey.

Last December, 480 officers students were graduated from Monterey and the sixth class of the school convened the following month with about 500 officers enrolled. Under the new accelerated program, the school will be able to instruct two six-month classes per year instead of one. The present class will graduate in July and another class will convene in August with about 800 officers scheduled for attendance.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

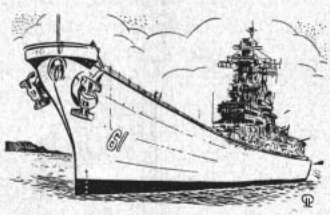
1. (b) William, Charlie, Fox.
2. (a) Triatic stay.
3. (c) A 'floater' net.
4. (a) Life saving.
5. (c) The ship's binoculars.
6. (c) 20 times.

HERE'S YOUR NAVY

An operating force designation set aside since early in 1949 is back in use. This is "Battleship Cruiser Force, Atlantic Fleet." Since this is a mouthful to say, most folks call it simply "BatCruLant." The new title replaces the term "Cruiser Force, Atlantic Fleet ('CruLant')" as a type command and major component of the Atlantic Fleet.

During and after World War II there had been a "BatCruLant," but in 1949, with only one battlewagon in commission, the term was changed to "Cruiser Force, Atlantic Fleet."

The four battleships now 'on active duty" are: USS *New Jersey* (BB 62), USS *Wisconsin* (BB 64), USS *Iowa* (BB 61) and — member of the class longest in continuous commission—USS *Missouri* (BB 63). The first three are in the Atlantic; *Missouri* is serving on a non-permanent basis in the Pacific. The fact that all these battleships are permanent units of the Atlantic Fleet was one of the reasons for the name change.



Although at the present time one or more of the Navy's active duty BBs are usually on duty in the Pacific — on an alternating basis — there is no battleship force designation for that fleet. Instead, the Pacific Fleet has a "Cruiser-Destroyer Force." (The Atlantic Fleet has an individual "Destroyer Force.")

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn, N.Y., are listed here for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are indicated by (T). Distribution began in December.

The films announced in this column are distributed free to ships and overseas bases, and are paid for out of appropriations from the BuPers Central Recreation Fund.

Because of You (1049): Drama; Loretta Young, Jeff Chandler.

It Grows On Trees (1050): Comedy; Irene Dunne, Dean Jagger.

Black Castle (1051): Crime Drama; Richard Greene, Boris Karloff.

Strange Fascination (1052): Drama; Hugo Haas, Cleo Moore.

Yankee Buccaneer (1053) (T): Adventure; Jeff Chandler, Scott Brady.

Lives of a Bengal Lancer (1054): Adventure; Cary Grant, Franchot Tone.

WAC From Walla Walla (1055): Comedy; Judy Canova, Stephen Dunne.

Story of Vernon & Irene Castle (1056): Musical, Fred Astaire, Ginger Rogers.

Springfield Rifle (1057): Western Drama; Gary Cooper, Phyllis Thaxter.

Wagons West (1058): Western; Rod Cameron, Peggy Castle.

Apache War Smoke (1059): Western; Gilbert Roland, Robert Horton.

Fargo (1060): Western; Bill Elliott, Phyllis Coates.

The Quiet Man (1061) (T): Comedy Melodrama; John Wayne, Maureen O'Hara.

Miracle of Our Lady of Fatima (1062): Melodrama; Gilbert Roland, Angela Clark.

The Awful Truth (1063): Comedy Melodrama; Cary Grant, Irene Dunne.

Hurricane Smith (1064): Adventure; Yvonne DeCarlo, John Ireland.

Boom Town (1065): Comedy Melodrama; Clark Gable, Spencer Tracy.

Thunderbirds (1066): War Melodrama; John Derek, Mona Freeman.

And furthermore, you're making the rest of us look like jerks, wearing coats."

The Savage (1067) (T): Western; Charlton Heston, Susan Morrow.

Battles of Chief Pontiac (1068): Drama; Lex Barker, Lon Chaney.

Snows of Kilimanjaro (1069) (T): Adventure; Gregory Peck, Susan Hayward.

Where's Charley (1070) (T): Musical Comedy; Allyn McLerie, Ray Bolger.

Against All Flags (1071) (T): Sea Adventure; Errol Flynn, Maureen O'Hara.

My Pal Gus (1072): Drama; Richard Widmark, Joan Dru.

Battle Zone (1073): War Drama; John Hodiak, Stephen McNally.

Way of a Gaucho (1074): Drama; Gene Tierney, Rory Calhoun.

Eight Iron Men (1075): War Drama; Bonar Collean, Richard Kiley.

Ruby Gentry (1076): Melodrama, Jennifer Jones, Charlton Heston.

The Raiders (1077): Western Drama; Richard Conte Viveca Lindfors.

Tordepo Alley (1078): Melodrama; Mark Stevens, Bill Williams.

The Iron Mistress (1079) (T): Drama; Alan Ladd, Virginia Mayo.

Meet Captain Kidd (1080): Comedy; Bud Abbott, Lou Costello.

The Stooge (1081): Comedy; Dean Martin, Jerry Lewis.

The Four Poster (1082): Drama; Rex Harrison, Lili Palmer.

Everything I Have is Yours (1083) (T): Musical; Marge Champion, Gower Champion.

On Borrowed Time (1084): Melodrama; (Reissue); Lionel Barrymore, Cedric Hardwicke.

Kansas City Confidential (1085): Crime Melodrama; John Payne, Coleen Gray.

Prisoner of Zenda (1086) (T): Adventure Drama; Stewart Granger, Deborah Kerr.

The Crimson Pirate (1087) (T): Adventure; Burt Lancaster, Nick Cravat.

Hellgate (1088): Historical Melodrama; Sterling Hayden, Joan Leslie.

No Holds Barred (1089): Comedy Melodrama; Leo Gorcey, Huntz Hall.

Island of Desire (1090) (T): Drama; Linda Darnell, Tab Hunter.

Flat Top (1091) (Cine): Drama; Sterling Hayden, Richard Carlson.

My Cousin Rachel (1092): Romance; Olivia DeHavilland, Richard Burton.

Cattle Town (1093): Western Melodrama; Dennis Morgan, Phillip Carey.

Ride the Man Down (1094): Western Drama; Brian Donlevy, Rod Cameron.

Here Comes Mr. Jordan (1095): Comedy; (Reissue); Robert Montgomery, Claude Rains.

Stop You're Killing Me (1096): Comedy; Broderick Crawford, Claire Trevor.

Androcles and the Lion (1097): Drama; Jean Simmons, Victor Mature.

Sky Full of Moon (1098): Musical; Jan Sterling, Carleton Carpenter.

Rainbow Round My Shoulder (1099): Musical; Arthur Franz, Frankie Laine.

Lawless Breed (1100): Western Drama; Rock Hudson, Julia Adams.

Above and Beyond (1101): Drama; Robert Taylor, Eleanor Parker.

Hangman's Knot (1102): Western Drama; Randolph Scott, Claire Jarman.

Builder's Course Ready For Enlisted Ratings

A new correspondence course for Builders is now available from the Naval Correspondence Center. The course consists of four assignments and is also applicable to BUH and BUL emergency service ratings.

Personnel interested in taking this course, Builder 1, (NavPers 91585), should see their division officer or the I & E Officer and ask for Form NavPers 977, "Application for Enlisted Correspondence Course."

For a complete round-up of all enlisted correspondence courses available, refer to ALL HANDS, November 1952, p. 44-46.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 1—Extends to 31 July 1953 the reduced "furlough rates" for all military personnel traveling by rail in uniform at their own expense.

No.2—Requires persons authorized to travel via MSTS on "space available" basis to make payment to a local representative prior to embarkation.

BuPers Instructions

No. 1133.1—Provides information regarding the reenlistment and extension of enlistment of USNREV personnel.

No. 1850.1—Reissues in the Navy Directive System instructions for issuing discharges or releases from active duty as they relate to claims for compensation, pension or hospitalization.

No. 1850.2—Sets forth policy regarding personnel awaiting final action on a physical disability proceeding.

No. 3370.2—Requests applications from officers of the Navy and Naval Reserve for advanced training in mine warfare at Yorktown, Va.

No. 3410.1—Requests applications from qualified officers interested in training in psychological warfare billets.

No. 4830.2—Concerns ban on use of priority ratings on orders of canned beer by messes.

BuPers Notices

No. 1520 (31 Dec 1952)—Requests applications for a new two-year postgraduate course in mine warfare at the U. S. Naval Postgraduate School, Monterey, Calif.

No. 1120 (7 Jan 1953)—Announces the selection of 104 officers of the line and Staff Corps of the Naval Reserve for appointment to permanent commissions in the U. S. Navy.

No. 5215 (12 Jan 1953)—Cancels four BuPers circular letters, 185-51, 4-52, 5-52 and 106-52.

No. 1400 (23 Jan 1953)—To inform the naval service of the effects of the limitation on officers in various grades by the "Davis Amendment."

No. 1700 (23 Jan 1953)—Gives rules for the Fourth Inter-Service Photography Contest.

No. 1080 (26 Jan 1953)—Concerns wording of reports to BuPers in Personnel Diaries.

Medal of Honor Winners Have Privileges

From time to time discussions arise as to the privileges held by enlisted men and officers awarded the Congressional Medal of Honor. Several misconceptions in this respect are held. One of the more common is that enlisted men who hold the Medal of Honor "rate salutes" from everyone else in the Naval service — seamen and admirals alike. Another is that they rate the commanding officer's car for transportation on the base and his gig for going ashore.

Although these two have no basis in fact, there are two well-defined privileges that *do* exist for Medal of Honor holders. The first is free air travel in aircraft of the Armed Services. The second is the inscription of the names of certain holders on the Navy's "Medal of Honor Roll." A monthly pension of $10 payable at age 65 goes to each person whose name is placed on the Roll.

To be placed on the Medal of Honor Roll, an individual shall, "in action involving actual conflict with an enemy, have distinguished himself conspicuously by gallantry and intrepidity, at the risk of his life, above and beyond the call of duty . . . ."

(Medals of Honor may also be awarded for "distinguished service in line of profession," but a MOH awarded for this service does not qualify its holder for the MOH Roll.

Free Air Travel — In February 1948, the Chief of Naval Operations issued a directive concerning air transportation within the continental U. S. for MOH winners. This transportation is provided without charge when space is available in aircraft of the Armed Services.

To certify his entitlement, each Navy and Marine Corps MOH winner is issued a wallet-size pass signed by the Secretary of the Navy and the Chief of Naval Personnel. When he desires transportation on an available aircraft, he displays his pass and his identification card. The passes are renewed automatically by BuPers in June of each year.

One reason behind this privilege is that Medal of Honor men are often requested to make public appearances and speeches at patriotic rallies. Before they got the free air travel privilege, Medal of Honor men often had to travel considerable distances at their own expense.

Medal of Honor Roll — When the name of a Navy or Marine Corps MOH holder is placed on the Roll he receives a special monthly pension for the remainder of his life. The Roll is maintained in the Bureau of Naval Personnel and lists the names of those who —

- Have reached the age of 65, and
- Have been honorably discharged from the naval service by muster-out, resignation or otherwise. (Personnel on the retired list of the Navy are not eligible for this benefit.)

When the holder's name is placed on the Medal of Honor Roll, he is given a Certificate of Service describing his act of heroism. He can draw his monthly pension four times a year in the sum of $30.

The law of Congress that authorizes this payment was passed in 1916. Payments are made by the Veterans Administration, but certification as to the holder's eligibility for the MOH Roll and accompanying pension is made by BuPers.

Unlike the passes for free government air travel, placement on the Roll is not an automatic action. Shortly before he reaches his 65th birthday, the discharged Medal of Honor winner should write to the Chief of Naval Personnel (Attn: Pers B4) giving the details of his service and request that his name be included on the Roll.

Round-up of New Legislation of Interest to Naval Personnel

The 83rd Congress of the U. S. was convened in early January and has now swung into a full program of legislative action. Here is a round-up of the developing legislation of interest to naval personnel.

Usually, this summary includes new bills introduced as well as any changes in status of other bills previously introduced and reported in this section. Since legislation must start afresh with each new Congress, all the bills reported below are new or reintroduced legislation.

Bills introduced in the House of Representatives are prefaced with the letters "H.R."; those introduced in the Senate by "S." More complete discussions of some items will be carried in ALL HANDS if the legislation becomes law. Keep in mind, though, that of the many bills introduced in any session of Congress, only a proportionate number are finally enacted.

Special Pay Boost—H.R. 199: introduced; would increase the Special Pay for sea and foreign service for enlisted men of the armed forces ranging from $30 to $75 per month.

Emergency Leave—H.R. 263: introduced; would provide for emergency leave for members of the armed forces serving outside the U. S. in the event of death in the immediate family.

Uniform Allowance—H.R. 265: introduced; would provide a $250 allowance for new uniforms to certain officers recalled to active duty for a period of more than 30 days.

Free Admissions—H.R. 282: introduced; would amend the Internal Revenue Code to exempt members of the armed forces from the tax on admissions when admissions is otherwise free of charge.

Disability as Result of Travel — H.R. 346: introduced; would provide benefits for members of Reserve components of the armed forces who suffer disability or death while traveling under certain conditions to and from specified types of active duty.

Disability Pay Increase — H.R. 1080: introduced; would grant a 20 per cent "cost-of-living" increase in benefits to certain members and former members of the armed forces who are now or hereafter receiving or are entitled to receive retired, retirement or equivalent pay by reason of disability.

Reserve Officer Promotion—H.R. 1222: introduced; would make uniform the Reserve officer personnel policies of the armed forces. The bill provides for the promotion, precedence, constructive credit, distribution, retention and elimination of officers of the Reserve components.

Equalization of Benefits — H.R. 1223: introduced; would equalize certain benefits, such as hospitalization, medical care, pensions, compensation and social security entitlement, between and among members of the armed forces and their Reserve components.

Reserve Officers' Training Corps —H.R. 1224: introduced; would integrate the programs of the Army ROTC, the Naval ROTC and the Air Force ROTC at colleges and universities.

Nurse Training—H.R. 1240: introduced; would establish an officer candidate training program for nurses for appointment in the Regular Army, Navy and Air Force and the Reserve components thereof.

Naturalization of Servicemen — H.R. 1739: introduced; related bills introduced are H.R. 1739, H.R. 2004, H.R. 2005, H.R. 2118 and H.R. 1937. Bill would provide for expeditious naturalization of persons serving in the armed forces during the present hostilities, and for other purposes.

Universal Military Training — S. 605: introduced; would provide for a National Security Training Corps which would administer a program of training for all inductees into the armed forces. The inductee would then have this period of time for training deducted from the total time he was required to serve in the armed forces under the law. This bill outlines rules for administration and discipline in the proposed Training Corps.

Free Postage — H.R. 217: introduced; would provide for free postage for members of the armed forces. Related bills are H.R. 17, H.R. 572, S. 299, S. 300, H.R. 1541, H.R. 1542 and H. Joint Resolution 51.

"Why if it isn't Hank Hamilton from the frozen food depot!"

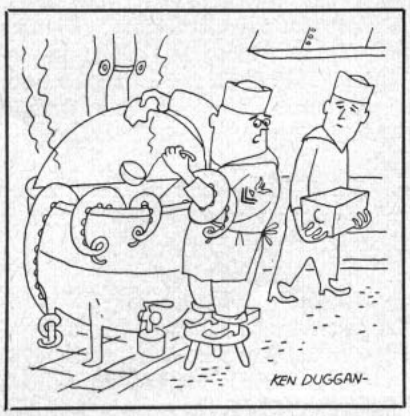
Correspondence Courses Open Door of Opportunity

Completion of 16 officers' correspondence courses with an average score of 3.92, probably qualifies Edward J. Baydowicz, YNC, USN, as being the nearest thing to a living encyclopedia on naval matters of any bluejacket in the Navy.

In addition to completing a total of 16 courses, the chief is presently enrolled in his 17th and 18th courses.

The chief spends his duty hours working in the Naval Examining Center at Great Lakes, Ill., and is the author of many of those tough questions and multiple choice answers on the yeoman advancement examinations — a fact which helps explain his interest in the correspondence courses.

The previous high in correspondence courses completed was set by Edward F. Kral, YNC, USN, who completed 12 courses with a 3.87 average.



"Hey, Frazier, wanta check that menu again?"

DECORATIONS & CITATIONS

SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ AKINS, Charles Wm., EM3, USN, serving in USS *Walke* (DD 723) on the morning of 12 June 1951.

★ BERGMAN, Robert A., HN, USN (posthumously), serving in a Marine Infantry Company on June 1952.

★ COLLINS, Donald P., FP2, USNR, serving in USS *Walke* (DD 723), on the morning of 12 June 1951.

★ ECHTLE, George L., EMFN, USN, serving in USS *Walke* (DD 723), on the morning of 12 June 1951.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ DICKEY, Robert III, LCDR, USNR, serving as Head of the Catapult Development Section of the Bureau of Aeronautics from July 1951 to October 1952.

★ GARVIN, Alfred D., LCDR, USN, serving in USS *Walke* (DD 723) on the morning of 12 June 1951.

★ KARIG, Walter, CAPT, USNR (Ret.), Public Information Officer from 11 Oct 1945 to 13 Jan 1953.

★ WHITESIDE, William S., CAPT, USN, Commander Destroyer Squadron 26 from 3 March to 24 June 1952. Combat V authorized.

Gold star in lieu of second award:

★ CURRIER, Prescott H., CDR, USN, assigned to the Office of Operations, Armed Forces Security Agency, from 15 July 1950 to 1 Nov 1951.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ BANKS, Emmett E., LT, USNR, attached to Marine Aircraft Group 12 on 2 Dec 1951.

★ BIESTERVELD, Thomas C., ENS, USN (missing in action), serving in Fighter Squadron 193 on 4 Feb 1951.

★ BRAZELL, Mondell, HM3, USNR, attached to the First Marine Air Wing from 6 to 9 Dec 1950.

★ GARVER, Richard E., LT, USN (posthumously), serving in Composite Squadron 35 on 8 June 1950.

★ GILL, Roger J., LT, USNR, pilot of a helicopter on 14 Apr 1951.

★ SHEA, Stephen J. (then lieutenant (jg), USN, serving in Composite Squadron 33 from 10 Oct 1950 to 19 Jan 1951.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ NANCE, Ralph D., AD2, USN, serving in USS *Sicily* (CVE 118) on 15 Apr 1952.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ PARRY, Forrest C., LT (then lieutenant jg)), USNR, serving in USS *Walke* (DD 723) on 12 June 1951. Combat "V" authorized.

★ ROCKWELL, Orville W., LT, USN, serving in USS *Walke* (DD 723) on 12 June 1951. Combat "V" authorized.

★ SCHWIND, Paul E., DT1, USN, attached to the First Marine Division on 4 Dec 1950. Combat "V" authorized.

★ SLAFF, Allan P., LT, USN, on the staff of Commander Naval Forces, Far East, from 8 July 1950 to 7 Nov 1951.

New Pearl Harbor Memorial Will Honor Navy Dead

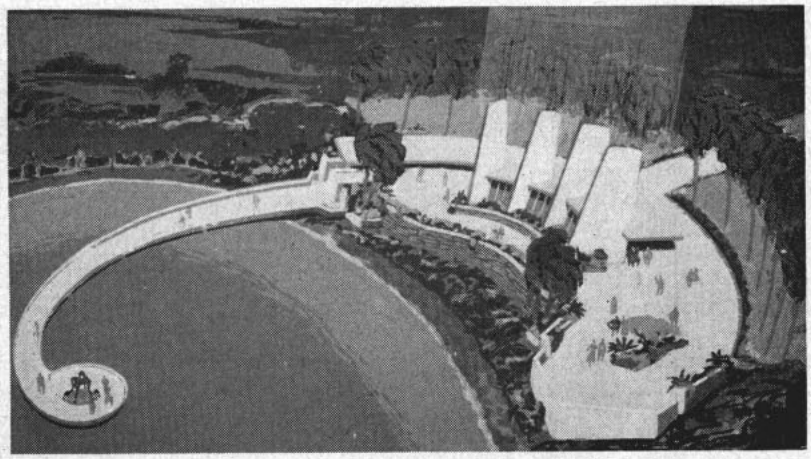
This summer, if you are riding along Nimitz Highway liberty-bound to Honolulu, and pass Keehi Lagoon, you will see on your right a new Pearl Harbor Memorial dedicated to heroic Navy dead.

Extending out into the waters of the Pacific you will see four pylons and a marquee which together form three chapels where visitors may pay homage to all Navymen who died in wartime service.

The memorial is the outgrowth of an idea originated by members of the Disabled American Veterans organization. Funds for its construction will be raised by voluntary contributions from the DAV membership only.

A small inlet was formed in Keehi Lagoon on which the memorial is now being constructed. Its completion is expected before September when dedication ceremonies will be held.

Representatives from civic, military and veterans' organizations participated in the ground-breaking ceremonies which were held Sunday, 7 Dec 1952 at 0755, the exact moment of the Japanese attack on Pearl Harbor in 1941.



PEARL HARBOR MEMORIAL under construction in Hawaii is shown in artist's drawing. Dedication ceremonies are planned for next fall.

BOOKS: EXPLORATION, FICTION ON MARCH READING LIST

TALES of "Menfish," spies, U-boats and humor are among the many books now finding their way to Navy libraries ashore and afloat. Here are reviews of a few of these books chosen by the BuPers library staff:

• ***The Silent World,*** by Captain Jaques-Yves Cousteau, French Navy, with Frederic Dumas; Harper and Brothers.

Have you ever waltzed with an octopus, hitch-hiked a ride on a tortoise, seen blood flow green? Cousteau and Dumas have.

Here's an exciting tale of undersea exploration begun some 10 years ago by Cousteau, Dumas and Philippe Tailliez. Using the *aqualung,* of which Cousteau was co-inventor, these "menfish" – as they like to call themselves – without the protection of other pressure equipment and wearing only swim trunks, have dived into pressures that have crushed submarines, in depths ranging to 306 feet.

The authors tell of exploring sunken ships, some torpedoed in World War II, and one that sank in 80 B. C. They explored undersea grottoes, had brushes with sharks, experimented with underwater explosions.

You're bound to enjoy this fascinating – yes, that's the word – volume. It contains more than 100 illustrations, including 20 in color.

★ ★ ★

• ***The Petty Officer's Guide,*** by Rear Admiral Harley Cope, USN (Ret.), and Lieutenant Frederick C. Dyer, USNR; Military Service Publishing Company.

This book is for "all petty officers and for all men studying to become petty officers." Its readership, however, will certainly not be confined to these groups.

In readable, down-to-earth language, the Navy enlisted man is given the word on such things as transfers, uniforms, naval traditions, customs and courtesies, leave and liberty, military justice, personal affairs, pay and allowances, leadership and many other important and occasionally knotty matters a Navyman should know about. All in all, *The Petty Officer's Guide* contains 21 chapters and two helpful appendices.

Drawing on their own wealth of Navy know-how – and that of experts in the Department and the Fleet – the authors have compiled a valuable book. It's concise, to the point.

★ ★ ★

• ***The White Rabbit,*** by Bruce Marshall; Houghton Mifflin Company.

This is the story of Secret Agent Forest Frederick Edward Yeo-Thomas, better known as Tommy. During World War II, Tommy – a Wing Commander in the RAF – performed many missions behind German lines in an effort to organize French Resistance forces.

Hunted by the Gestapo, Yeo-Thomas was eventually betrayed and captured. With 36 others, he was sent to Buchenwald. There he suffered many of the tortures and privations for which that camp was famed. Ultimately, Yeo-Thomas contrived to be transferred to another prison camp from which he escaped–only to be captured again. But you'll have to read the book to find out how it all turned out.

If you like your war stories with the emphasis on cloak-and-dagger adventures, this is your book. The author, himself a British intelligence officer, does a good job in telling Yeo-Thomas' story.

★ ★ ★

• ***Once Around the Park,*** by Frank Shannon; William Morrow and Company.

Here's a whimsical tale of a university professor named Thaddeus Q. Guileless and his involvement with a story-telling New York cab driver, Joe Malarky.

The story begins when Joe bucks a line of waiting cabs to pick up the professor. In the course of a long cab ride (which the professor can't afford), Joe starts his tale.

It seems Joe and his friend Bates visited India during the war. There they were central characters in many escapades–with Fatima, Sassan the Assassin, and other likely persons. They set out to learn "the most sacred knowledge of the Rope Trick"–the better to make a living when they return to New York. Back in New York, however, Bates discovered the Rope Trick works only too well. He just couldn't keep his feet on the ground.

Of course, the professor doesn't get the entire yarn on one trip. He gets just enough to pique his curiosity – and that of his solemn academic colleagues – concerning the Rope Trick. They pool their coffee fund so the professor can take additional cab drives to learn the whole rather fantastic story.

If you like lightheaded – oops, lighthearted – humor, this book is just the thing to while away those last few minutes before sacktime.

★ ★ ★

• ***U-Boat 977,*** by Heinz Schaeffer; W. W. Norton and Company.

This is the personal account of a German U-boat commander's experiences in World War II. It is "launched" with a pithy introduction by Nicholas Monsarrat, author of *The Cruel Sea* (see ALL HANDS, August 1951, p. 58).

U-boat 977, submariners will remember, is the German sub which dashed across the Atlantic at the close of World War II, spending 66 days under the sea, to surrender to forces in Argentina–and to face the charge that it had been Adolph Hitler's escape ship.

Schaeffer's tale begins with his entry into submarine training and continues through his exploits sinking Allied vessels and his many near-miraculous escapes. The author points out that of those who served in U-boats during World War II, only one in four survived.

The book is well-written and interesting to all who like naval history.

★ ★ ★

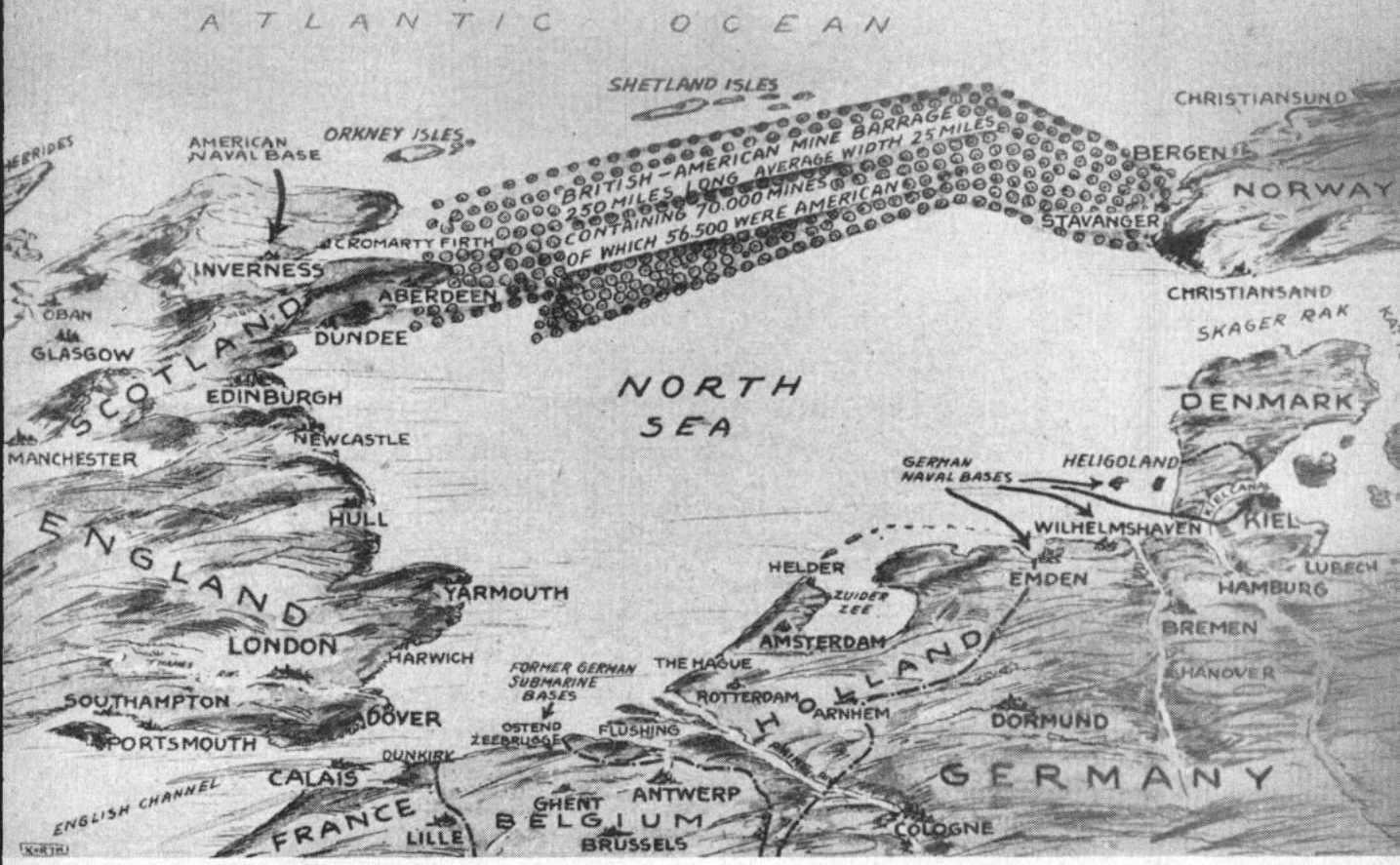
• ***Abraham Lincoln,*** by Benjamin P. Thomas; Alfred A. Knopf.

Several years ago, Thomas wrote a study of the Lincoln biographers. Now he himself has written an up-to-date one-volume biography of the Great Emancipator–the first in over 30 years.

Utilizing the wealth of primary-source material which has come to light in recent years, the author gives us a picture of Lincoln as lawyer, lover, politician and President. He provides an adequate background of the age in which Lincoln lived.

The book is written for the "reading public" and not for the experts. While it cannot be as complete as the multi-volumed efforts of Sandburg, of course, it is an important book. It is not only well worth reading but it's a good book to own, too.

BOTTLING UP THE U-BOATS



NORTH SEA MINE BARRAGE — 1918

The little known story of laying the North Sea Mine Barrage and the measures used to combat the German U-Boat menace of World War I is told by the American Squadron Commander, Captain Reginald R. Belknap, USN, in "The Yankee Mining Squadron."

In World War I the appearance of prowling German U-boats in the waters of the Atlantic and the North Sea represented a major menace to the Allied nations, threatening to cut off the flow of troops and supplies to Europe. Helping our Allies offset this powerful undersea force the United States Navy turned to and came up with certain countermeasures: it built a number of new destroyers and submarine chasers; it developed a more effective depth charge; it put into use "V-guns" which tossed the depth charges overboard two at a time; it perfected its submarine listening devices; it worked out a thorough system of convoy protection (See the Book Supplement for January 1953) *— and, with the British, it laid the North Sea Mine Barrage.*

Whereas the other measures were designed to meet and defeat the U-boat in battle, the purpose of the Mine Barrage was to prevent the German underseas craft from ever getting into the Allied logistic bloodstream in the first place — or if they were already there, from getting back to their base again.

That the barrage was a success is shown by an official summary of the antisubmarine operations which gives the mines the highest credit next to the improved depth charges for the neutralization of the German submarines. The evidence of its success is not only the number of German boats caught in its lethal web, but also the fear struck into the hearts of German submariners that eventually led to a mutiny of submarine sailors at Wilhelmshaven.

What was the Barrage? Actually, it was a series of separate mine fields laid side-by-side and end-to-end across the neck of the North Sea. The mines were laid in a predetermined pattern and at predetermined depths designed to present the maximum destructive potential to a submarine trying to force its way through.

The barrage laid down by both British and American layers contained some 70,000 mines and spread over a field 230 miles in length, 25 miles wide, and extending downward in places to 240 feet. The U. S. Mine Squad-

NAVY MINELAYING VESSELS proceed in two columns of four ships each to expedition in the North Sea.

ron, operating out of Inverness and Invergordon, Scotland, was made up of the converted cruisers USS San Francisco (*flagship*) *and* USS Baltimore *and eight merchantmen also converted to minelayers, the* Roanoke, Housatonic, Canandaigua, Canonicus, Quinnebaug, Saranac, Shawmut *and* Aroostook. *The U. S. squadron laid three-fourths of the total number of mines in the barrage.*

The usual method of operation was for the Squadron to sortie out of the harbor, steam up to the mine-line and form a line abreast, the laying ships 500 *yards apart. The "second string," which would pick up when the first ships were out of mines, would take their place one alongside each of the laying ships. Ahead of the entire formation steamed a destroyer escort whose job it was to look for a possible enemy minefield laid in anticipation of the Allied mining efforts. In this formation, the Squadron woud lay down a field, marking it at the end with a buoy and flag.*

We pick up the narrative as the Squadron lies in the harbor at Inverness, ready to depart for its first operation.

THE eve of our first departure was drizzling and misty. Attempts for some advance sleep were of no avail — too much pressure had directly preceded. When 11 o'clock came without sign of the two ships due from the inner anchorage in Beauly Basin, we in the flagship wondered why. The tide was falling, another half hour passed — would they never come? Signals and radio failed to get through. Very soon, if not already, they would be unable to pass through the dredged channel. At last, near midnight, they appeared. The pilots had been delayed through a misunderstanding on shore, in itself slight — but it was a narrow escape from being 10 hours late, which, on our first operation, would have made a bad impression, without and within.

The start is made without signals, all dark and noiseless on board, except for the rumbling chain as the ship gets underway. As the *San Francisco* heads out slowly, one after another the signal quatermaster reports the other ships underway and following. We take two-thirds speed now. The full number of lookouts are at their stations and warned to be alert, and the men are now sent to the battery, making a little stir for the moment, then quiet falls again. Fort George shows the signal for an open gate, we increase to standard speed, and as the second ship passes out through the submarine net, they all form single column astern and close up — to 500 yards apart.

Fifteen minutes more and we see long, low forms slinking against the dark background of North Sutor. Those are the escort destroyers, going out to form a screen. Close following them we make out larger, higher, moving shadows — our detachment from the other base — one, two, three, four—five! *All there!* The detachments are so timed that they reach the junction buoy at the same moment, and the whole squadron stands on, without pause, together, 10 ships in two parallel columns, 500 yards apart. Ahead and on either side are four destroyers, 12 in all. No signals, no lights, no sound but quiet tones on the bridge and the swash of the water overside. Three miles along, the water deepens to 60 feet. A screened flash from the flagship to the opposite leader and the squadron, all together, slackens speed, to get out paravanes—those underwater, outrigger-like affairs which guard against anchored mines in one's path. Only a few minutes, then up each column comes the sign "yes," passed by ships in succession — another flash from the flagship, and we resume standard speed again, keeping on, out Moray Firth, through the one-mile wide channel, which is swept daily for mines.

Off Pentland Skerries, near John O'Groat's House, we turn east, and here as we pass, the supporting force files out of Scapa Flow — six light cruisers, then a squadron of battle cruisers and another of four battleships, each squadron screened by six destroyers. Very impressive are these great ships, majestic in movement, as they sweep off to the southward and eastward, disappearing in the morning haze, which magnifies their towering bulk.

The British Minelaying Squadron is out, too, four ships with a joint capacity of 1300 mines, but we do not meet. Though protected by the same heavy squadrons, we work independently, in different areas. They are bound this time for the section near the Norway coast, Area C it is called, while we are to begin at the southeastern corner of the middle section, Area A, and work to the westward.

Straight over to Udshire we go, a small island off the Norway coast, the nearest good landmark from which to take a departure for the minelaying start point. We make Udshire Light near 11:30 p. m., close in to about 11 miles distance, turn north for a sufficient run to give a good fix, and then head off-shore. Accurate determination of the minefield's position is necessary for use in laying another field close by subsequently, and also for the safety of the vessels sweeping the mines up after the war. There must be steady steaming and steering, with a minimum of changing course—no hesitation, no trial moves, for neither the time at disposal nor the submarine risk will permit.

All goes smoothly until the turn to head off-shore, when one destroyer crosses too close under *San Francisco's* stern

and cuts her "taut wire." This is fine piano wire, furnished in spools of 140 miles of wire, the whole weighing one ton. A small weight would anchor the end to the bottom, and then a mile of wire meant a mile over the ground without question.

The wire is soon started again, and as the *Baltimore* is running her wire on the other flank, and the weather is clear enough for good navigational bearings and star sights, no harm is done. We head for a position seven miles in advance of the start point, so that the squadron may turn together to the minelaying course and have still a half-hour in which to settle down.

It is a busy night and early morning, keeping the ships in formation, verifying the navigation, keeping a keen lookout in every direction for submarines — we are now in their regular route — going over the mines for final touches and making other preparations necessarily left to the last. About 4 o'clock, Lieut. Commander Cunningham, the flagship's navigator, reports that we shall reach the start point at 5.27 a. m. Captain Butler and I check his figures, and at 4.27 the signal is made that minelaying will begin in one hour. The crews go to mining stations, to see all clear and then stand by. In the flagship we watch for the reports of readiness. Ship by ship they signal in the affirmative. They are ready, every one.

Now the last turn has been made and the signal is flying to begin laying in seven minutes. The ships are formed in a single line abreast, speeding toward the start point — like race horses when the starter's flag is up. It is a stirring sight.

No ship is off the line by so much as a quarter length. Commander Canaga stands with watch in hand — "two minutes, one minute, thirty seconds, fifteen?" He looks up inquiringly. A nod — all right. "Five seconds — haul down!" Up go the red flags on the first ships to plant, the sign that their minelaying has begun, and word comes from the flagship's launching station at the stern, "First mine over." All well so far.

The minelaying now runs entirely by the time table. Each ship gives her successor five minutes warning and, as her last mine dives overboard, shows the signal "Begin minelaying at once; I have suspended." The successor begins accordingly, showing her red flag. The staff officers on board the *San Francisco* watch for these signals, comparing the times with what they should be, and counting also the seconds elapsed between the launching of successive mines, from the ships whose sterns we can see.

The hardest task is on board the *Housatonic* — a new ship, with a new mining installation, of type untried in service, and a crew inexperienced in minelaying — dropping 675 mines without intermission, 1 every 11½ seconds, during 2 hours and 10 minutes. Her mate is standing by, ready for any interruption, but the *Housatonic* completes the task without a break — making a world record, a continuous line of mines, 28 miles long. On a later occasion, the *Canonicus* planted 860 mines in 3 hours 35 minutes, an unbroken line of 43 miles.

About 20 minutes after planting began, an explosion was felt and a geyser seen astern. A few minutes later the same occurred again, and other explosions followed, at varying intervals and distances, some just visible on the horizon. Others which were nearer, as evidenced by the sharpness of the shock, threw up no geyser, indicating that they were at the middle or lowest depth.

In the proof tests held off Cape Ann in April, it had been observed that a mine at the middle level, 160 feet submergence, made no surface disturbance when detonated, until 8 seconds had elapsed, and then only as much as the wash of a light swell over a submerged rock. At the deepest level, 240 feet submergence, a detonation produced no more surface upheaval than there is in a glass of well iced champagne. The ship being about 800 yards away, the shock was heavy and sharp. The water surface all over could be seen to tremble with the shock, but directly over the mine itself, when, after 27 seconds, the gas came up, there was no more surface disturbance than a pleasure canoe could have ridden with safety. A slick on the water would follow, but this could not be distinguished at much over a mile distance nor at all if there were a white cap sea running.

Surprising enough on deck, where one could see, that first explosion must have startled the men in the engine room, in the coal bunkers, and on the lower mine decks. The blow rings sharper down there, where resulting damage, in broken pipe joints or started boiler tubes, might be expected first. Whether gun, torpedo, or mine, however, it is all one — the duties go on just the same.

As the mines on the launching deck move slowly aft, those on lower decks move forward, to the elevators and up. Working spaces are cramped, passages narrow, bulkhead doors closed wherever possible. At the right time, a door will be opened, the portable section of mine track adjusted, the mines in that compartment hauled out, and the door closed again water-tight, all as quickly as possible. Close, hot, foul with oily steam and seasickness — it is sweating, disagreeable work below decks. But complaint is nowhere in the ships. The feeling is well expressed by one man, writing home:

"When the first mine went over, I had a curious feeling of exultation. The fear, the perils, the uncertainties that surround our work, slipped from me like the foolish fancies of a nightmare. There, at last, was a nail in the Kaiser's coffin. Come what might, I had justified my existence. Had the whole German High Seas Fleet appeared in the offing, I am sure I should have gone to my battle station with a shout of glee."

Mines for the open sea in great numbers, moored "flying" — that is, by ships steaming at considerable speed —

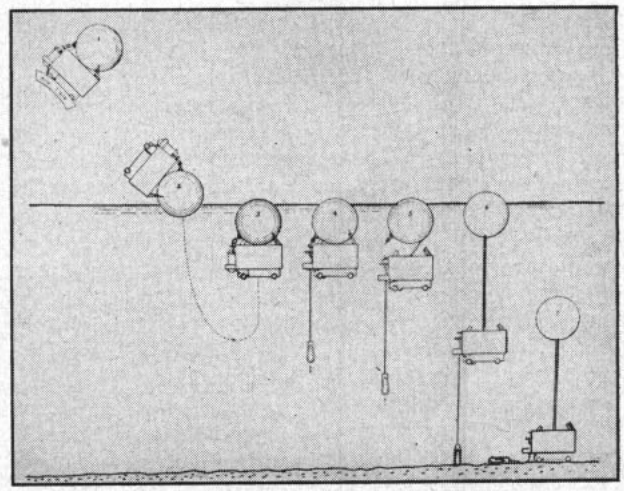


DIAGRAM shows sequence of operations from time mine is launched until it is 'anchored' beneath the sea.

OFFICERS and men turn to as mines are 'planted.' *Housatonic* dropped 675 mines in two hrs., 10 min.

need anchors with automatic depth regulation. Such mechanism had undergone important changes during the war, and the new American mines needed all the improvements, to make sure to plant at the intended level. They were to be much deeper than ever attempted before, and also in deeper water.

A submarine mine of to-day consists of a mine case, shaped like a ball or eggs, about one yard in diameter, mounted on an anchor in the form of an iron box about 30 inches square connected by a wire rope mooring cable about ⅜ inch in diameter. The mine case contains the charge of high explosive — 300 pounds of TNT in our mines — and the firing mechanism. The combination stands about 5 feet high and weighs 1400 pounds. Four small car wheels on the anchor run on steel tracks, allowing the mines to be easily moved along the decks to the launching point.

When the mine dives overboard, the mine and anchor come to the surface and float for a time, still held together, part of the mine case above water. Outside the anchor is a 90-pound plummet, containing a reel of ⅛-inch diameter steel wire "plummet cord," made the same length that the mine is to be below the surface. Thus, if the mine is to be 160 feet beneath the surface, the cord is made 160 feet long. The plummet drops off when the mine goes overboard, unreels its cords, coming to end with a jerk that trips the slip hook which holds the mine and anchor together. The pull on the cord also lifts the latch on the reel inside the anchor, allowing the mooring wire to unwind. The nearly solid plummet tends to sink faster than the more bulky anchor, thus keeping the cord taut until the plummet strikes bottom. The cord then at once slackens, releasing the latch, locking the reel, and preventing any more mooring wire unwinding. The anchor, continuing to sink, pulls the mine under until the anchor strikes bottom. The mine is thus finally moored always at the desired depth beneath the surface, no matter how irregular the ocean bed may be. The mine cases are buoyant enough to pull straight up from their anchors ordinarily, but in a current they are swayed away from the vertical, which dips them down somewhat deeper than intended. For this reason, any locality where the currents are strong is unfavorable for a minefield — one of the difficulties the British Navy had to contend with in closing the Dover Strait.

Ten ships laden with high explosive, navigating in mine-swept channels, in submarine thoroughfares, and near minefields beyond sight of fixed marks — compactness of the minefield demanding that the layers steam as near together as safe — necessity for keeping together in fog, darkness, or submarine attack — these were the conditions governing our tactics.

From assembly at the buoy until the return to it after the excursion, the *San Francisco,* leading the ssquadron, would maintain a steady pace, sometimes increasing to make up for adverse current, but rarely slackening speed for anything. The squadron's position was frequently compared with the time schedule, and no effort was spared to carry through the excursion with precision. There was time enough, we had speed enough, but none too much of either, and the whole body felt a constant urge toward a direct and clean-cut movement out to the field, over it, and back to the base.

Stretched in two mile-long columns while in mine-searched water, which were comparatively narrow, the formation would widen and shorten upon reaching the 50-fathom line, so as to diminish the depth of the target offered to a submarine. Approaching the mine start point, the vessels would take the relative positions which they would occupy when the mining was begun — not too soon, because such a formation was unwieldy, and if maneuvering into position involved much turning, the formation would become disordered. The 10 vessels were of five different types, with different handling qualities and having very small speed reserve with which to regain lost position. On the other hand, the change had to be made early enough for all vessels to get settled in station, at standard speed, before the minelaying began.

As the planting progresses, we had to make use of large, lighted navigation buoys, planted in the open sea, obviously for our use. The British had warned us, from their own experiences, of the enemy's habit of moving all such buoys whenever seen, or planting mines near them — sometimes doing both. Working far away from the nearest landmark, we would pass close to these buoys in order to determine the position of the mine start point accurately. Against enemy mines which might be around the buoys, our paravanes were counted upon for protection, but here came in a complication. While paravanes would protect against ordinary mines, they actually increased the risk from any of our mines which they might touch. To keep the paravanes out until after clearing the buoy, then take them in before approaching one of our fields, would have been simple enough, but for the necessity of maintaining steady speed and course from the buoy to the mining start point, which precluded slowing down to take the paravanes in. Since the risk could be measured from our own mines but not from the enemy's, the paravanes were always kept in use.

Pressure of time and division of the ships between two bases while in port limited the tactical training of the squadron to what could be done while crossing the Atlantic and while going to and from the minefields. The special equipment to facilitate accurate station keeping which is usually found in men-of-war was lacking in these ex-merchant vessels. They had comparatively small rudders, and the nice regulation of steam to the engines, necessary for steady steaming in company, was very difficult with their deficient means for that purpose. Moreover, on the first excursion by the complete squadron of 10 vessels, four of them took part for the first time. The excellent performance of the squadron as a whole was all the more remarkable.

Passing through the mark buoys, which the sloop H M S *Laburnum* pointed out, the squadron, formed in three

lines abreast, stood on beyond, to allow distance in which to steady down on the reverse course, then turned ships 90 degrees right together, by divisions in succession. This evolution formed the squadron in a single column which steered about SSW, until within two miles of the previous minefield. Two of the 10 vessels were on the right flank, so that a second, simultaneous turn, ships right, brought the squadron into the planting formation, consisting of a line of eight ships abreast, stretching a mile and three-quarters, the remaining two in an advance line, 500 yards ahead, with three miles still to go, allowing 15 minutes time in which to settle down, before the order to begin planting. The execution of the operation was seamanlike to a degree, and the alignment, distance keeping, and handling of the vessels, in approaching and on the planting line, were excellent throughout.

It would have widened the field unnecessarily to dispose all 10 ships abreast. The advanced ships would ease back into the main line as soon as two of the eight ships directly astern had finished their minelaying and speeded ahead, leaving vacancies. Ample time was allowed to do this slowly, before their time came to plant, so as to avoid the extra demand on their engines which might be caused by dropping back too fast. The ships were neither new nor decrepit, but there was no excuse for taking unnecessary chances of spoiling a good performance by the squadron as a whole. Steady steaming and steering were important for safety — as well as for regularity of the mine-spacing.

An early care while fitting out had been to organize and train a good lookout service. This duty is a severe tax on the men, and when, time after time, they see nothing suspicious, they tend to relax. Fearing this, as we had yet seen no submarines, barring an alarm on the first excursion, a special warning to lookouts was issued, which, fortunately was well supported on our next trip. A beautiful, peaceful evening off the Orkneys was rudely interrupted by messages from three different sources within the space of a minute, reporting a submarine estimated to be a half-hour ahead of us, outbound, making for Fair Island Channel. Taking no chances on its having innocent intentions toward us Captain Godfrey turned his flank destroyers outward and bang! bang! went four depth charges, and four more on the other side — just to let the sub know he might expect a hearty reception. The *Aroostook's* siren then shrieked for "torpedo to starboard!" the ship charging ahead across another's bows, and the *Housatonic's* steering chain took that occasion to break. Serenity was gone, for a time at least, but being in a swept channel, there was small choice for maneuvering. All we could do was to shorten up our formation before dark shut in and trust to our escort and a good lookout.

In the event of a submarine appearing, our role was to make off, leaving the attack to the destroyers and being careful not to harm them by our own fire. The escort was prepared to engage its own kind, as well as submarines, and even to make a sacrifice attack on light cruisers, to assist our escape under cover of a smoke screen, but our moderate speed — 15 knots at best when keeping together — and the small number and caliber of our guns, made us rather helpless against an enemy cruiser's long-range, 6-inch gunfire and high speed.

Altogether there were 13 regular excursions and two special ones by the American squadron, and 11 by the British squadron. In all, 70,117 mines were planted, of which 56,571, or four-fifths, were American. In its 230 miles length, the barrage varied in width from 15 to 35 miles, so that a submarine could not attempt a crossing without being in danger for from one to three hours, or twice as long, if running submerged. The obstruction extended to depth of 240 feet, except over the eastern section of 50 miles length, where the deepest mines were submerged 125 feet.

In small fields, of a few score or hundreds of mines, laid piece-meal by fixed marks, the mines in adjacent lines are usually "staggered," so as to halve and block the opposite intervals, but in an open-sea minefield of immense area, far beyond sight of any marks and laid at 12 knots speed or faster, no such nicety is possible or necessary. The great Northern Barrage opposed from six to 10 lines of mines to a submarine on the surface and three to four lines more at whatever depth the submarine might think he could safely pass. Absolute impassability never was attained nor expected. At the thickest part a submarine had one chance in ten of getting through. The explosion of defective mines had left some thin spots — but who could tell where? Such a minefield is not so much like a Chinese wall as it is like a stretch of rough, treacherous country, whose crossing would always be a desperate venture.

Submarines are known to have crossed the barrier, but they all feared it, and as early as 8 July 1918, some experienced its deadly effect. From the very circumstances of the barrier's great extent and the absence of observers, the full toll, in damage as well as destruction, may never be known. The official statistics of lost German submarines, compiled March 1, 1919, credit the Northern Barrage with the destruction of four submarines certainly, two more probably, and possibly still two more. An equal number were severely damaged, though not destroyed, and it is considered probable by the British Admiralty that the loss of five other submarines, the cause of which cannot be definitely proven, is accounted for by the Northern Barrage. Thus by reliable records, the toll was 17. Indications during the sweeping up of the barrage tend to confirm this. Besides these, to the squadron's credit, should be added the two submarines reported lost in the North Irish Channel, in the field which consisted of British mines laid by our *Baltimore*.

It would be interesting to know what proportion of the submarines that passed the line of the barrier were harmed by it, but the effect upon the enemy went far beyond such tangible injuries. Every successive case of being damaged yet escaping destruction would increase the moral effect, and magnify the number of losses that would be attributed to the barrage, as other submarines failed to return. Official summaries rate depth charges first, mines next, in importance among the five most effective measures against submarines.

Actual serious damage to submarines, in amount comparing well with that done by patrol and escort vessels in thrice the period of time, panic among submarine flotillas, probable deterrence of cruiser raids, and considerable moral effect at home and abroad — these results were well worth while. And is it not more than probable that the barrage weighed heavily toward the German collapse? Imperfect though it was — expected to be so in its first consideration — still, there it stood, a deadly menace already, which could and would become more and more effective, the more the submarine campaign was persisted in. That campaign could not hope to survive it.

TAFFRAIL TALK

ALL readers of ALL HANDS know we try to impress on Navymen the importance of the widest possible distribution. To do this, we have been printing a monthly cartoon emphasizing the magazine should be read by 10 men. Little did we expect this result:

THE TENTH MAN

"USS *Fulton* (AS 11), FPO, New York, N. Y. (Reprinted from the "Tender News") — Another serious case of nervous breakdown reported to the Sick Bay yesterday. The man, Thaddeus Bipple, SN, had no apparent reason for this crackup — no conflict with shipmates or trouble at home. Yet here he was, a mentally stable person two days ago, and an obviously frustrated individual today. Why?

"The case would not be noteworthy in itself except that Thaddeus is only one in an unduly large number of such breakdowns. In fact, similar neurotic outbursts are steadily increasing throughout the Navy.

"I believe I know the answer.

"The clue came from the lips of Thaddeus himself prior to reaching his snapping point amidst continual incoherent ravings. His last intelligible words were, I quote, '... I was the tenth man ...'

"Seemingly steeped in mystery at first, his cryptic words became clear after my strange encounter with Zachary Riboflavin.

"I first saw Riboflavin on the 02 deck starboard side glancing about himself with bird-like rapidity. The man was clearly in an emotionally perturbed state. Approaching him I discovered a copy of ALL HANDS clutched in his fist while he muttered, '... I'm the tenth man. I'm the tenth man.'

"Suddenly I saw with lucid certainty the answer to Seaman Bipple's breakdown and Riboflavin's imminent hysteria, for circled in red on the cover of ALL HANDS was the inscription: 'This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG.'

"The frustrations were obvious. ALL HANDS states that it should be passed along for 10 readers, — BUT DOES NOT SAY WHAT THE TENTH MAN SHOULD DO WITH IT.

"Every tenth man in the Navy is faced with the problem of what to do with this white elephant: Should he pass it on, or should he keep it. *If* he passes it on, perhaps he is violating some Naval Code of Military Justice law, or perhaps the 11th man has already read it thereby causing unnecessary expenditure of effort. If he does *not* pass it on, perhaps he is depriving some unfortunate person of the chance of seeing ALL HANDS. In short, if he passes it on, maybe he should have kept it; if he keeps it, maybe he should have passed it on.

"I therefore voice the plea of tenth men everywhere: WHAT ABOUT THE TENTH MAN?

"This question must be answered else we face the eventual neurosis-produced destruction of 1/10 of the U. S. Navy."—William Paradowski

BuPers and ALL HANDS won't object if the tenth man passes ALL HANDS on to the eleventh and so on until its worn out—in fact, that's what we want. When it's been seen by everyone in your ship or unit, turn it over to your personnel or I&E office where copies are kept on file. Spare copies should also be kept in the library, rec hall and other community gathering places.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

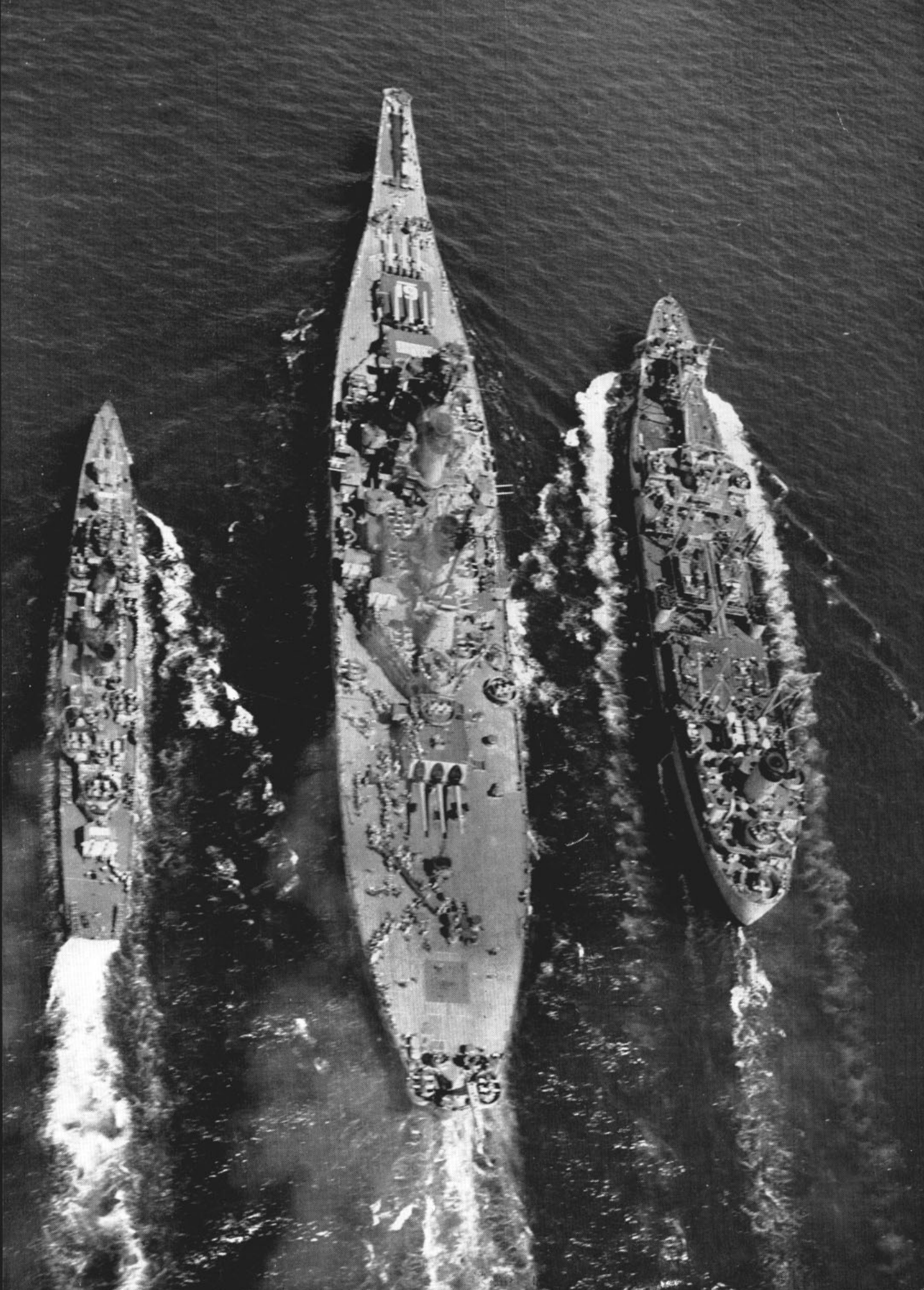
The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

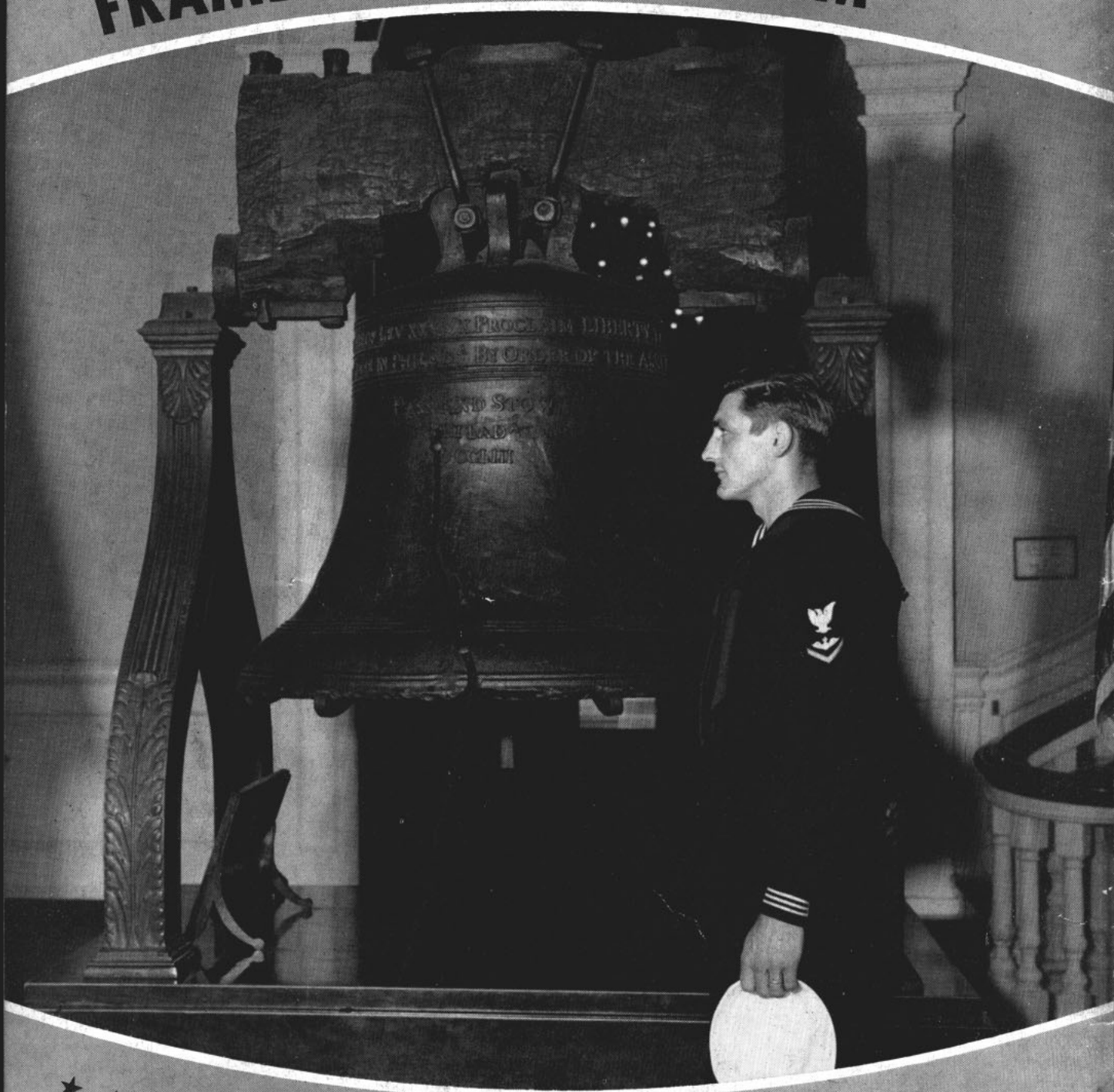
Distribution to Marine Corps peronnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Deparment Bulletin.

• AT RIGHT: Refueling at sea—USS *Iowa* (BB 61) (center) takes fueling lines from Navy tanker (right). Destroyer (left) takes fuel from *Iowa*.



FRAMEWORK OF FREEDOM



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BUY BONDS

through the payroll savings plan